

The following items were handed out at
the April 5, 2018 NVTC Meeting.

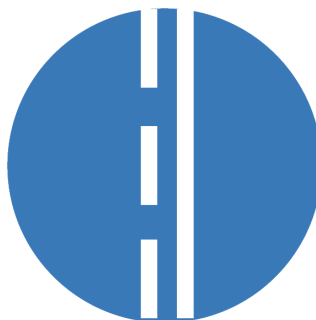
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Commuter Choice

INSIDE THE BELTWAY

FY 2018 Project Profiles



Expanded TDM Outreach to the I-66 Corridor

Applicant:
Arlington County

Proposed Opening:
September 2018

Project Type:
Transportation Demand
Management



Benefit to Toll Payers:

The information, incentives and encouragement provided, will allow solo drivers to choose from several multimodal commuting options, helping to remove vehicles from I-66 and parallel roads.

Description:

To continue its work toward alleviating congestion, maximizing the efficiencies of transportation systems, promoting Metrorail, improving job access and reducing emissions in the I-66 corridor, Arlington County Commuter Services (ACCS) is requesting a second round of funding for 66Commute. During its inaugural year, ACCS established the relationships necessary to achieve behavioral change. Additional funding would allow ACCS to focus on promoting telework and flexible work schedules. ACCS will hire two staff – one for marketing, another for outreach – to enhance its robust employer and residential outreach and educational services. Arlington Transportation Partners will provide in-kind a quarter-time residential outreach person to complement the grant-funded staff.

COMMUTE66.COM

OVERVIEW

PROJECTS

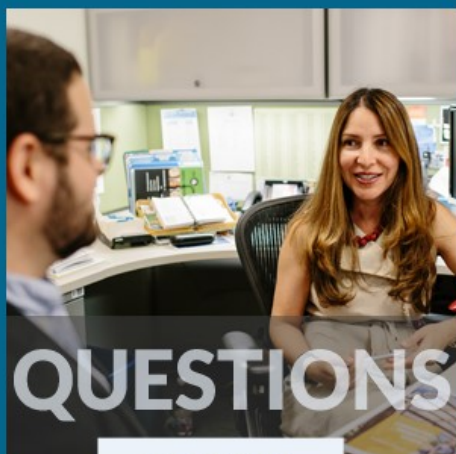
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Expanded TDM Outreach to the I-66 Corridor

Evaluation Criteria*	Weighted Benefit Score**
Person Throughput (up to 45 points) To move more people through the corridor efficiently.	30
Peak Period Travel Time (up to 15 points) To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network.	10
Connectivity (up to 15 points) To create, complete, or link transportation network elements and/or modes.	10
Accessibility (up to 15 points) To provide people access to opportunities.	10
Diversion Mitigation (up to 10 points) To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.	7
Benefit Score Summation	67
Funding Request	\$350,000
Cost Effectiveness Score (Total Project Benefit Score/Funding Request X 10 ⁶)	190

*Applications were evaluated using criteria approved by the Commission in March 2016.
More information is available at novatransit.org/i66commuterchoice.

**Weighted Benefit Score is rounded

I-66 Corridor ITS Enhancements

Applicant:
Arlington County

Proposed Opening:
January 2019

Project Type:
Roadway Operations

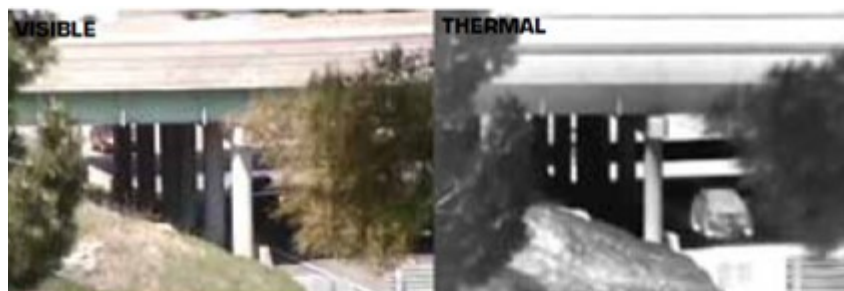


Benefit to Toll Payers:

The information collected from additional ITS devices and sharing of this data will help improve operations throughout the corridor, including parallel routes and aid with incident management. The result will be reduced congestion and lower toll prices.

Description:

The ability of Arlington County to monitor real-time traffic conditions and construction zones and to respond to special events and incidents would be significantly improved through the strengthening and enhancement of its intelligent transportation systems infrastructure. The county would be able to share video feeds and data with county residents and regional partners, such as the Metropolitan Washington Council of Governments, and the Virginia and District of Columbia Department of Transportation.



I-66 Corridor ITS Enhancements

Evaluation Criteria*	Weighted Benefit Score**
Person Throughput (up to 45 points) To move more people through the corridor efficiently.	0
Peak Period Travel Time (up to 15 points) To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network.	0
Connectivity (up to 15 points) To create, complete, or link transportation network elements and/or modes.	5
Accessibility (up to 15 points) To provide people access to opportunities.	0
Diversion Mitigation (up to 10 points) To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.	3
Benefit Score Summation	8
Funding Request	\$400,000
Cost Effectiveness Score (Total Project Benefit Score/Funding Request X 10 ⁶)	21

*Applications were evaluated using criteria approved by the Commission in March 2016.
More information is available at novatransit.org/i66commuterchoice.

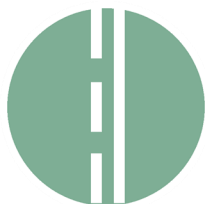
**Weighted Benefit Score is rounded

Traffic Management Center

Applicant:
Arlington County

Proposed Opening:
October 2018

Project Type:
Roadway Operations



Benefit to Toll Payers:

Increased resources for the Traffic Management Center would help improve operations throughout the I-66 corridor and aid with incident management. The result will be reduced congestion and lower toll prices.

Description:

Upgrades to Arlington's Traffic Management Center (TMC) would allow the county to maximize its new intelligent transportation system (ITS) capabilities by centralizing data from field devices to improve real-time management of the traffic system. This funding would staff the TMC during business hours to allow the county to respond to incidents as observed in real time. The additional staff would use the improved ITS capabilities to identify problems in real-time and to coordinate with partner agencies to adjust aid in response to incidents and to improve traffic conditions.



Traffic Management Center

Evaluation Criteria*	Weighted Benefit Score**
Person Throughput (up to 45 points) To move more people through the corridor efficiently.	0
Peak Period Travel Time (up to 15 points) To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network.	5
Connectivity (up to 15 points) To create, complete, or link transportation network elements and/or modes.	5
Accessibility (up to 15 points) To provide people access to opportunities.	0
Diversion Mitigation (up to 10 points) To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.	3
Benefit Score Summation	13
Funding Request	\$400,000
Cost Effectiveness Score (Total Project Benefit Score/Funding Request X 10 ⁶)	33

*Applications were evaluated using criteria approved by the Commission in March 2016.
More information is available at novatransit.org/i66commuterchoice.

**Weighted Benefit Score is rounded

CUE Access and Technology Improvements

Applicant:
City of Fairfax

Proposed Opening:
March 2021

Project Type:
Access to Transit



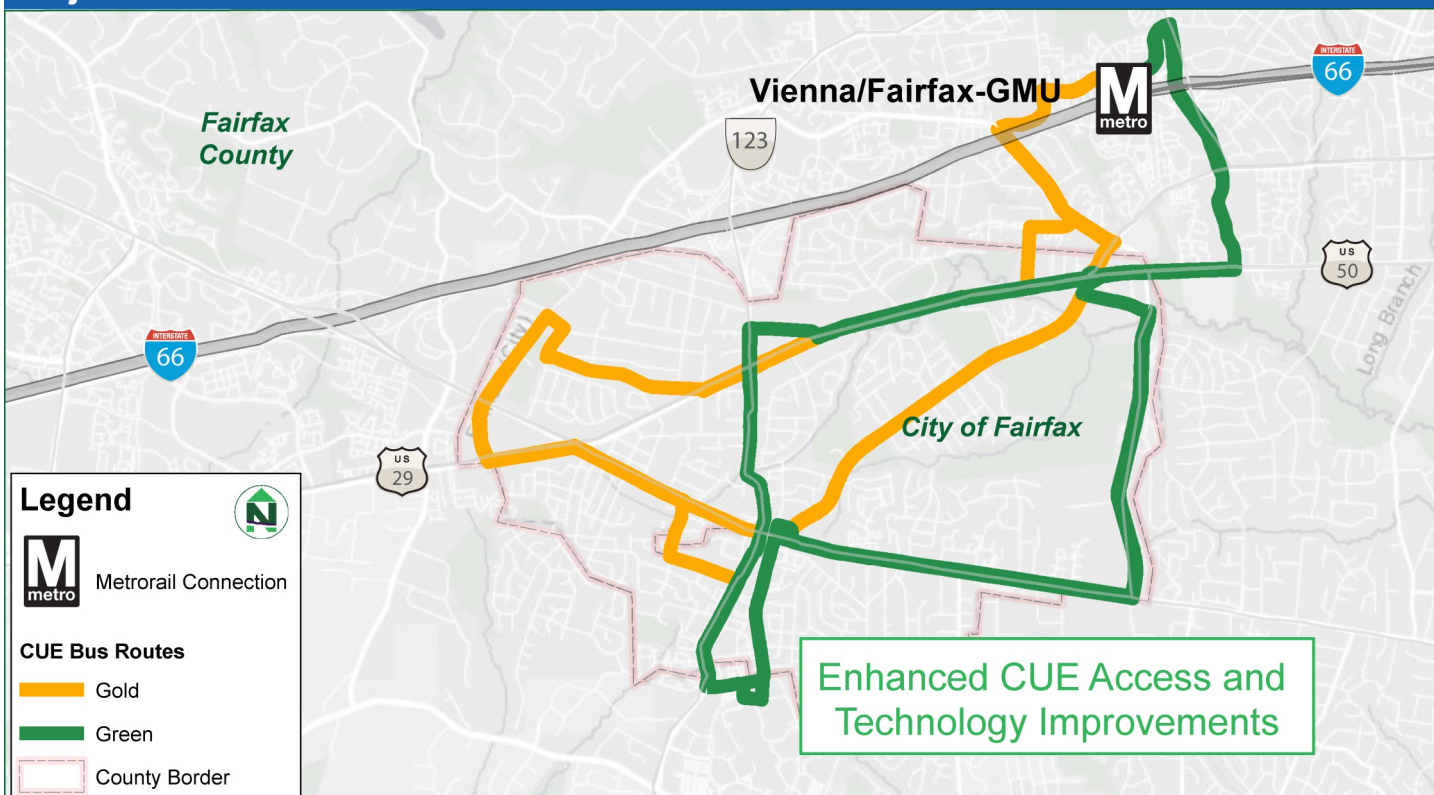
Benefit to Toll Payers:

This project would improve access to Metrorail via CUE and provide riders with improved real-time information about multimodal transit options. This will encourage more people to ride transit, thus removing cars from I-66 and the parallel commuting routes.

Description:

Improving access to and comfort at CUE bus stops and providing real-time transit arrival information at high ridership stops in the City of Fairfax are the project's goals. Funds would cover the cost of identifying and prioritizing the locations and types of improvements – such as shelters, benches, signage, and real-time transit arrival info – to be made at CUE stops. The purchase and installation of improvements, a marketing campaign to increase awareness of CUE, and installation of transit information screens at major activity centers also would be funded.

Project Location



CUE Access and Technology Improvements

Evaluation Criteria*	Weighted Benefit Score**
Person Throughput (up to 45 points) To move more people through the corridor efficiently.	30
Peak Period Travel Time (up to 15 points) To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network.	0
Connectivity (up to 15 points) To create, complete, or link transportation network elements and/or modes.	15
Accessibility (up to 15 points) To provide people access to opportunities.	15
Diversion Mitigation (up to 10 points) To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.	10
Benefit Score Summation	70
Funding Request	\$965,000
Cost Effectiveness Score (Total Project Benefit Score/Funding Request X 10 ⁶)	73

*Applications were evaluated using criteria approved by the Commission in March 2016.
More information is available at novatransit.org/i66commuterchoice.

**Weighted Benefit Score is rounded

Metrobus Route 3T Extension and Service Expansion

Applicant:
City of Falls Church

Proposed Opening:
January 2019

Project Type:
Enhanced Bus Service



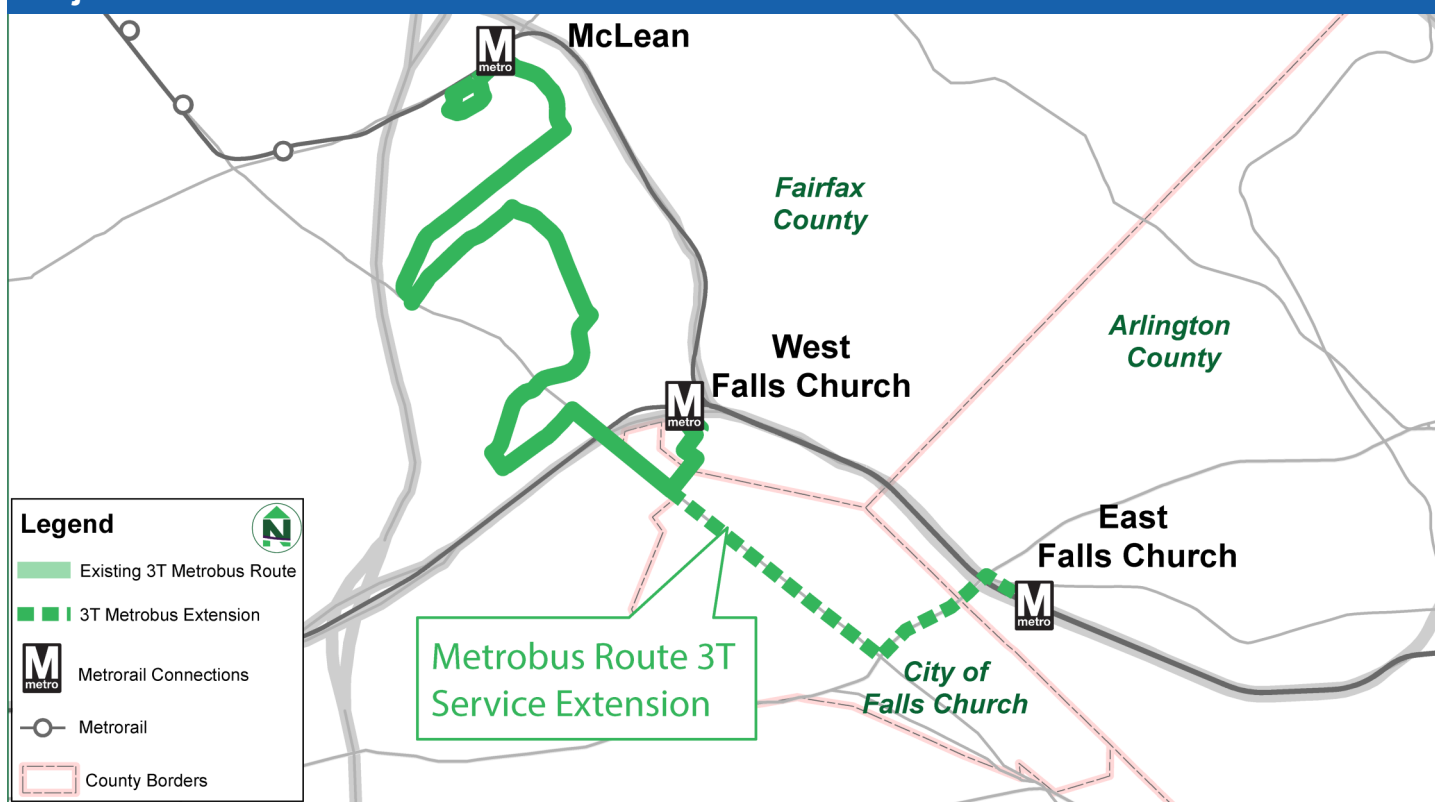
Benefit to Toll Payers:

The restoration of direct bus service between two Metrorail stations will make transit more attractive to those who live and work in the City of Falls Church. This service will encourage residents and workers to use transit, rather than driving, thereby helping to reduce the tolls on I-66.

Description:

This project restores direct Metrobus service between the West Falls Church-VT/UVA and East Falls Church Metro-rail stations via West Broad and North Washington streets. The 3T – which will feature bi-directional, peak-period service with 20-minute headways – will provide an attractive alternative to existing Metrobus 28A service.

Project Location



Metrobus Route 3T Extension and Service Expansion

Evaluation Criteria*	Weighted Benefit Score**
Person Throughput (up to 45 points) To move more people through the corridor efficiently.	30
Peak Period Travel Time (up to 15 points) To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network.	0
Connectivity (up to 15 points) To create, complete, or link transportation network elements and/or modes.	15
Accessibility (up to 15 points) To provide people access to opportunities.	15
Diversion Mitigation (up to 10 points) To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.	10
Benefit Score Summation	70
Funding Request	\$845,754
Cost Effectiveness Score (Total Project Benefit Score/Funding Request X 10 ⁶)	83

*Applications were evaluated using criteria approved by the Commission in March 2016.
More information is available at novatransit.org/i66commuterchoice.

**Weighted Benefit Score is rounded

Multimodal Access to West Falls Church-VT/UVA Metrorail Station

Applicant:
City of Falls Church

Proposed Opening:
January 2023

Project Type:
Access to Transit



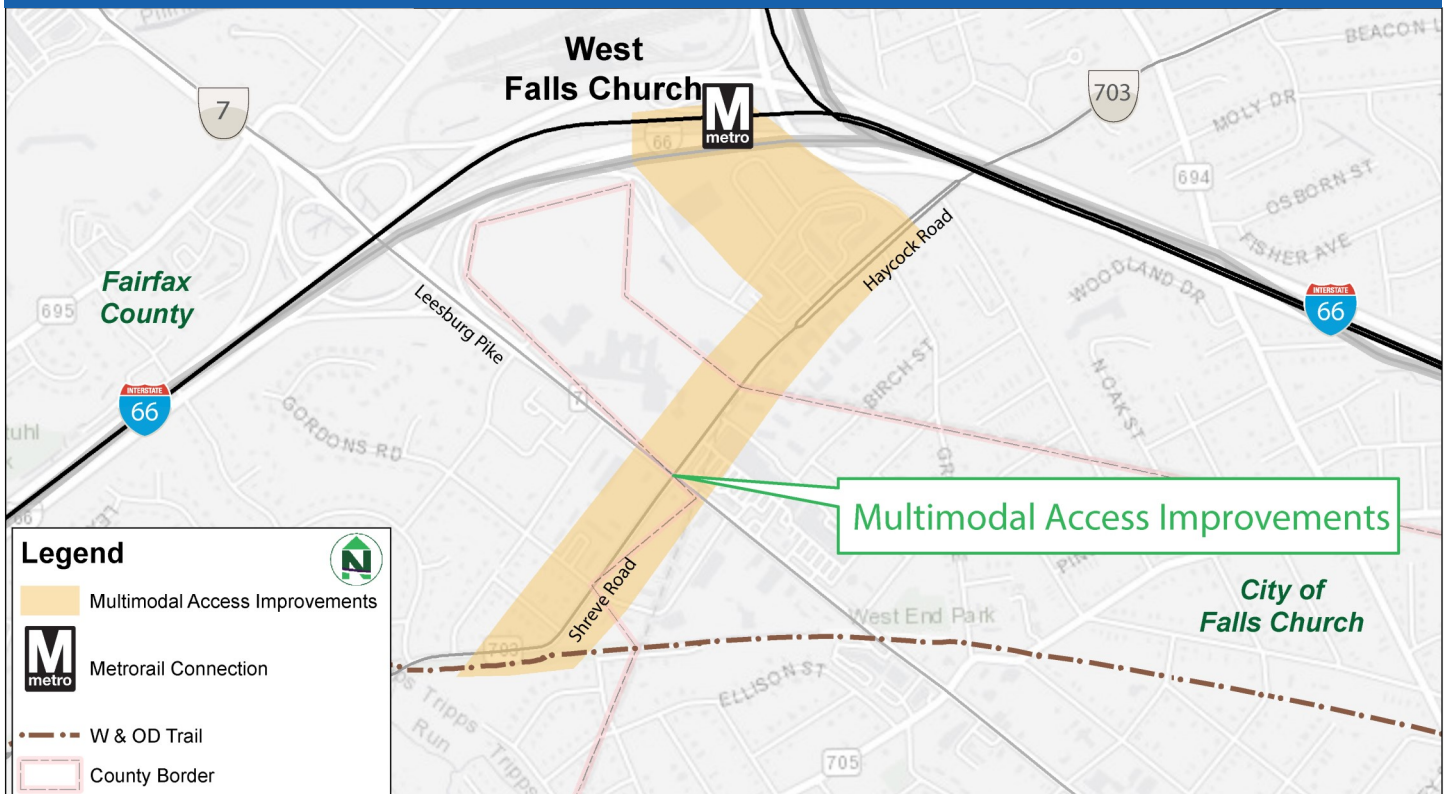
Benefit to Toll Payers:

The enhancement of bicycle and pedestrian accessibility between the Washington and Old Dominion Railroad Regional Park and the West Falls Church-VT/UVA Metrorail station and destinations in the City of Falls Church will help divert trips to bike, transit or both.

Description:

Reconstruction of the Route 7 and Haycock Road/Shreve Road intersection will improve multimodal transportation connectivity. A new multi-use path along Shreve Road will better connect the Washington and Old Dominion Railroad Regional Park and the West Falls Church-VT/UVA Metrorail station. Funding will cover design and construction.

Project Location:



Multimodal Access to West Falls Church-VT/UVA Metrorail Station

Evaluation Criteria*	Weighted Benefit Score**
Person Throughput (up to 45 points) To move more people through the corridor efficiently.	15
Peak Period Travel Time (up to 15 points) To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network.	0
Connectivity (up to 15 points) To create, complete, or link transportation network elements and/or modes.	15
Accessibility (up to 15 points) To provide people access to opportunities.	15
Diversion Mitigation (up to 10 points) To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.	3
Benefit Score Summation	48
Funding Request	\$6,208,678
Cost Effectiveness Score (Total Project Benefit Score/Funding Request X 10 ⁶)	8

*Applications were evaluated using criteria approved by the Commission in March 2016.
More information is available at novatransit.org/i66commuterchoice.

**Weighted Benefit Score is rounded

Bicycle Parking Improvements at Manassas VRE Station

Applicant:
City of Manassas

Project Type:
Access to Transit



Proposed Opening:
September 2018

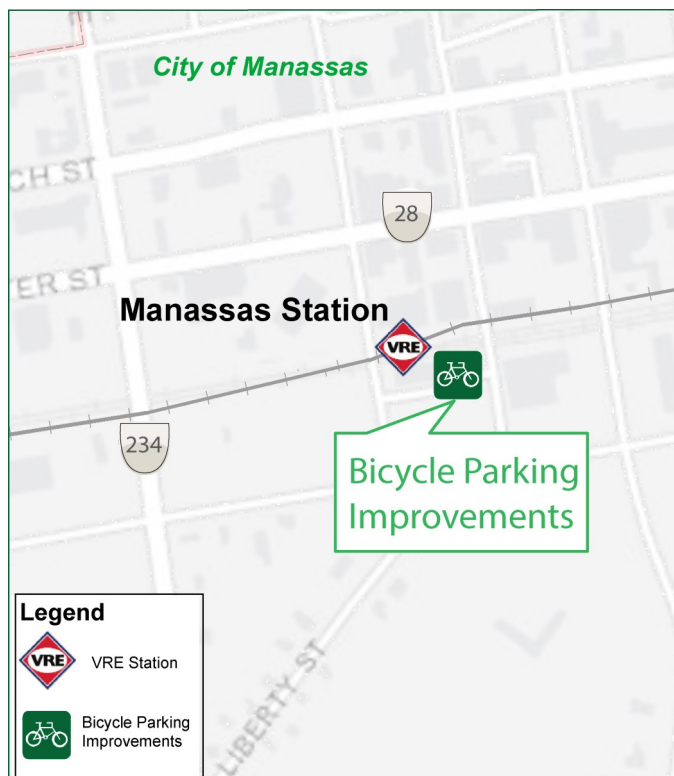
Benefit to Toll Payers:

Safe and convenient long-term bicycle parking will increase multimodal connections and improve access to VRE's Manassas Line, thereby encouraging I-66 commuters to take the train. The result would be reduced congestion and lower tolls.

Description:

The improvement of bicycle parking facilities at Virginia Railway Express' (VRE) Manassas station will make using bikes for first- and last-mile trips more attractive for those riding VRE or Amtrak. New, sheltered bike racks, 10 bicycle lockers and a bicycle repair stand will provide safe and convenient long-term bicycle parking options.

Project Location



Bicycle Parking Improvements at Manassas VRE Station

Evaluation Criteria*	Weighted Benefit Score**
Person Throughput (up to 45 points) To move more people through the corridor efficiently.	15
Peak Period Travel Time (up to 15 points) To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network.	10
Connectivity (up to 15 points) To create, complete, or link transportation network elements and/or modes.	10
Accessibility (up to 15 points) To provide people access to opportunities.	5
Diversion Mitigation (up to 10 points) To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.	3
Benefit Score Summation	43
Funding Request	\$55,000
Cost Effectiveness Score (Total Project Benefit Score/Funding Request X 10 ⁶)	788

*Applications were evaluated using criteria approved by the Commission in March 2016.
More information is available at novatransit.org/i66commuterchoice.

**Weighted Benefit Score is rounded

I-66 Corridor Vienna/Merrifield Bike Share Expansion

Applicant:
Fairfax County

Proposed Opening:
March 2019

Project Type:
Access to Transit



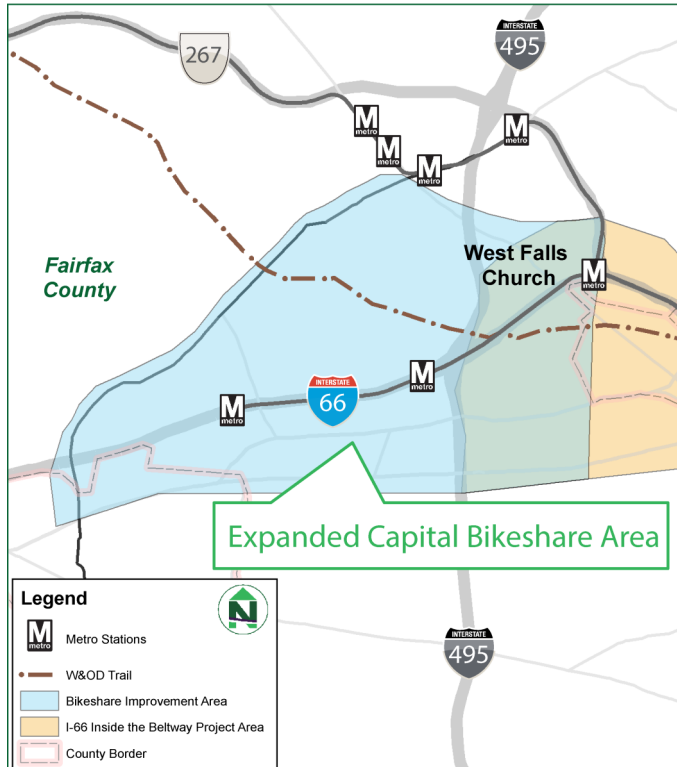
Benefit to Toll Payers:

Providing easy and low-cost access to mass transit will decrease the number of single-occupant vehicles both inside and outside the Beltway, thereby reducing congestion for toll payers.

Description:

The expansion of Fairfax County's Capital Bikeshare program will connect residents to the Vienna/Fairfax-GMU and Dunn Loring-Merrifield Metrorail stations as well as the future I-66 trail and Washington and Old Dominion Railroad Regional Park (W&OD). The proposed service area extends to the Gallows Road/I-495 intersection and includes Inova Fairfax's campuses. These 10 new bike share stations will improve connectivity between Tysons and Merrifield along Gallows Road and to Capital Bikeshare stations in Falls Church via W&OD.

Project Location



I-66 Corridor Vienna/Merrifield Bike Share Expansion

Evaluation Criteria*	Weighted Benefit Score**
Person Throughput (up to 45 points) To move more people through the corridor efficiently.	30
Peak Period Travel Time (up to 15 points) To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network.	5
Connectivity (up to 15 points) To create, complete, or link transportation network elements and/or modes.	15
Accessibility (up to 15 points) To provide people access to opportunities.	15
Diversion Mitigation (up to 10 points) To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.	3
Benefit Score Summation	68
Funding Request	\$497,100
Cost Effectiveness Score (Total Project Benefit Score/Funding Request X 10 ⁶)	137

*Applications were evaluated using criteria approved by the Commission in March 2016.
More information is available at novatransit.org/i66commuterchoice.

**Weighted Benefit Score is rounded

Fairfax Connector Express Bus Service between Vienna/Fairfax-GMU and Pentagon Metrorail Stations

Applicant:
Fairfax County

Proposed Opening:
May 2019

Project Type:
New Bus Service



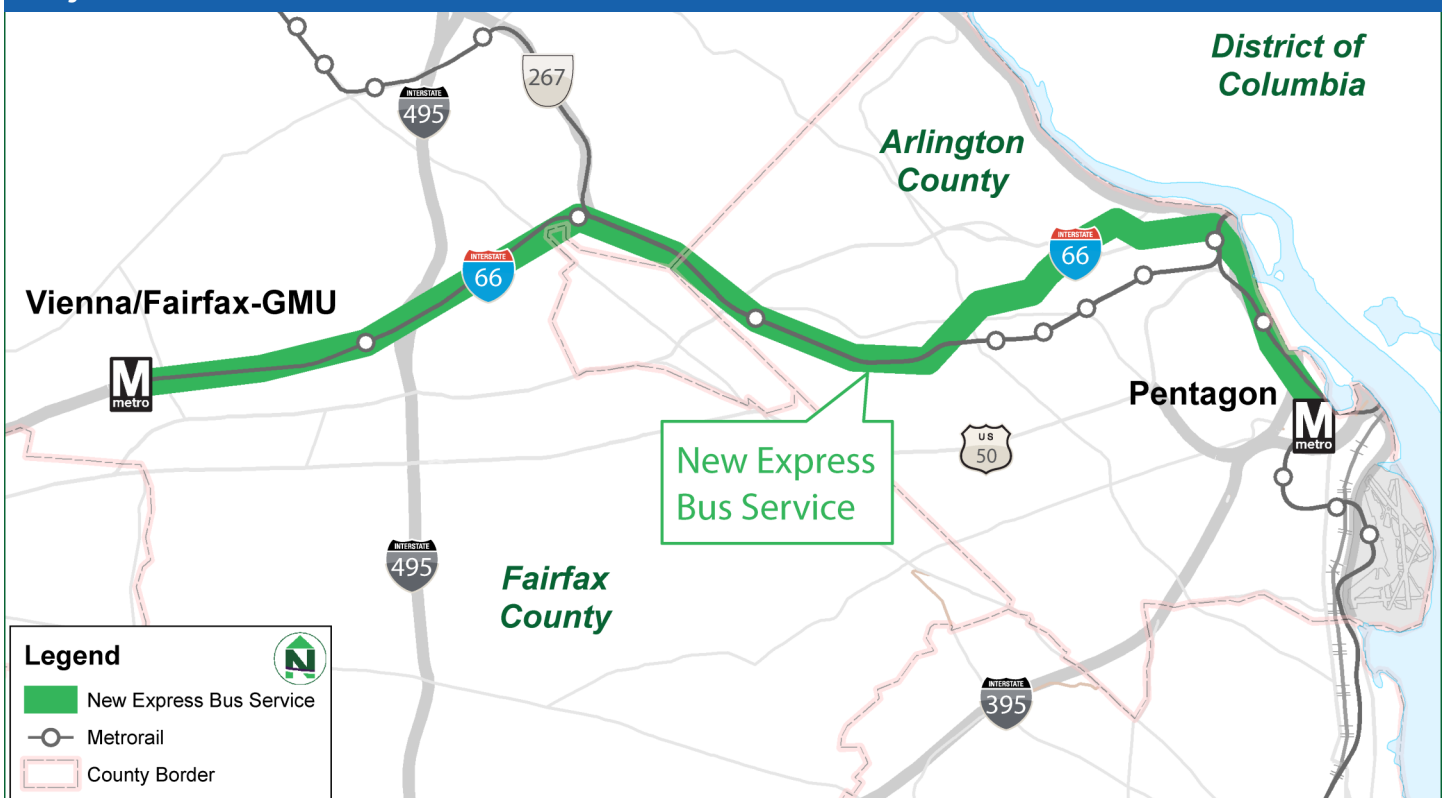
Benefit to Toll Payers:

This project will provide an alternative to single occupant vehicles, reducing peak-period congestion on I-66 inside the Beltway, resulting in lower tolls.

Description:

New express bus service will link the Vienna/Fairfax-GMU Metrorail station to the Pentagon Transit Center. Five new buses will provide 10 inbound morning and 10 outbound afternoon trips.

Project Location



Fairfax Connector Express Bus Service between Vienna/Fairfax-GMU and Pentagon Metrorail Stations

Evaluation Criteria*	Weighted Benefit Score**
Person Throughput (up to 45 points) To move more people through the corridor efficiently.	30
Peak Period Travel Time (up to 15 points) To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network.	15
Connectivity (up to 15 points) To create, complete, or link transportation network elements and/or modes.	10
Accessibility (up to 15 points) To provide people access to opportunities.	15
Diversion Mitigation (up to 10 points) To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.	10
Benefit Score Summation	80
Funding Request	\$4,488,500
Cost Effectiveness Score (Total Project Benefit Score/Funding Request X 10 ⁶)	18

*Applications were evaluated using criteria approved by the Commission in March 2016.
More information is available at novatransit.org/i66commuterchoice.

**Weighted Benefit Score is rounded

Loudoun County Transit Metro Connection Route 88X Extension to Dulles South

Applicant:
Loudoun County

Proposed Opening:
October 2018

Project Type:
Enhanced Bus Service



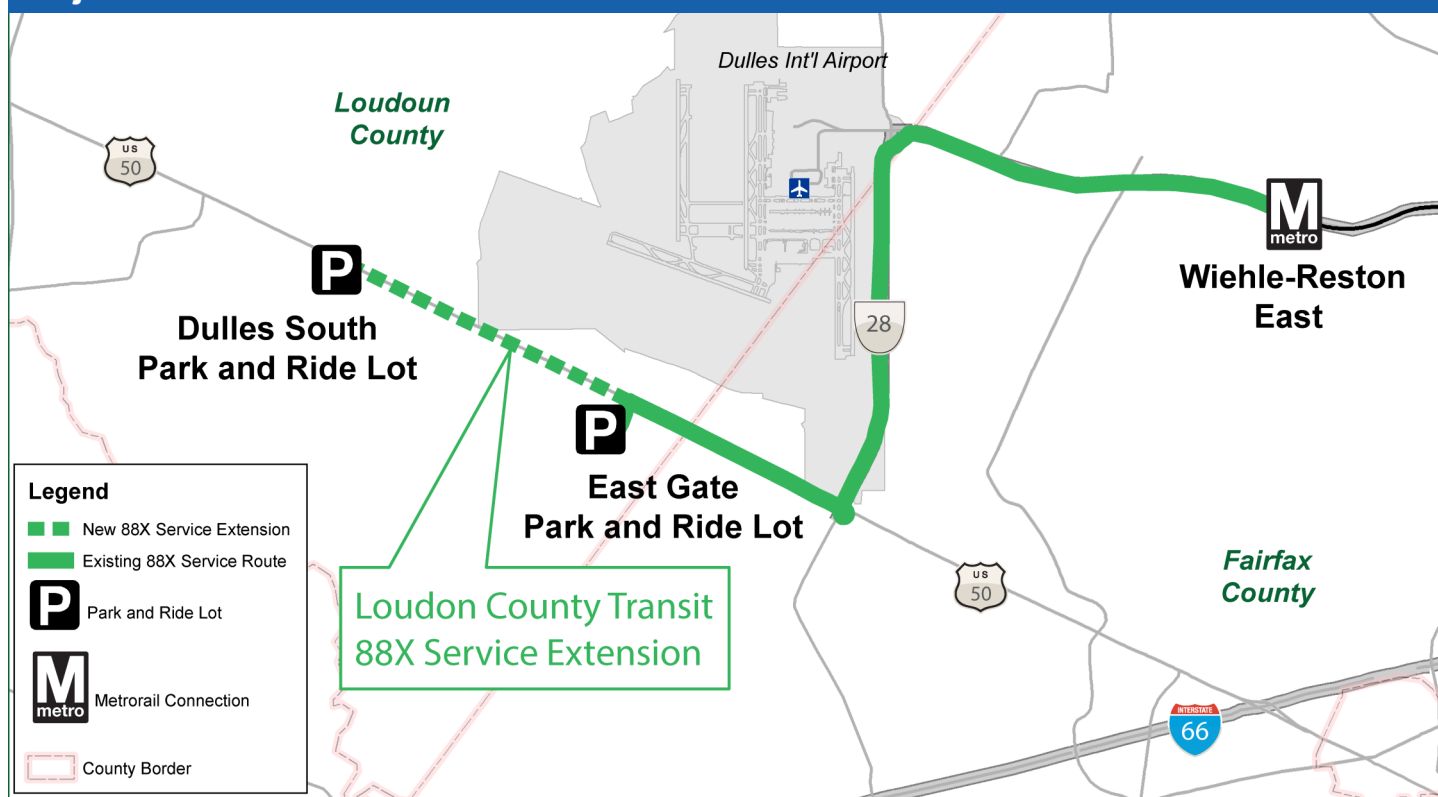
Benefit to Toll Payers:

By providing an alternative to single occupant vehicles, this project will help reduce peak period congestion on I-66 inside the Beltway, resulting in lower tolls.

Description:

To add a pick-up/drop-off location to route 88X, Loudoun County Transit requires two new buses. That will allow the transit agency to continue the existing level of service, with 28-minute headways, from the Dulles South area to the Wiehle-Reston East Metrorail station during peak periods, while accommodating an additional stop for morning pick ups and afternoon drop offs at the Dulles South Park and Ride Lot.

Project Location



Loudoun County Transit Metro Connection Route 88X Extension to Dulles South

Evaluation Criteria*	Weighted Benefit Score**
Person Throughput (up to 45 points) To move more people through the corridor efficiently.	30
Peak Period Travel Time (up to 15 points) To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network.	5
Connectivity (up to 15 points) To create, complete, or link transportation network elements and/or modes.	10
Accessibility (up to 15 points) To provide people access to opportunities.	10
Diversion Mitigation (up to 10 points) To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.	10
Benefit Score Summation	65
Funding Request	\$1,706,040
Cost Effectiveness Score (Total Project Benefit Score/Funding Request X 10 ⁶)	38

*Applications were evaluated using criteria approved by the Commission in March 2016.
More information is available at novatransit.org/i66commuterchoice.

**Weighted Benefit Score is rounded

Loudoun County Transit Metro Connection from New Purcellville Park and Ride

Applicant:

Loudoun County

Proposed Opening:

September 2018

Project Type:

Enhanced Bus Service



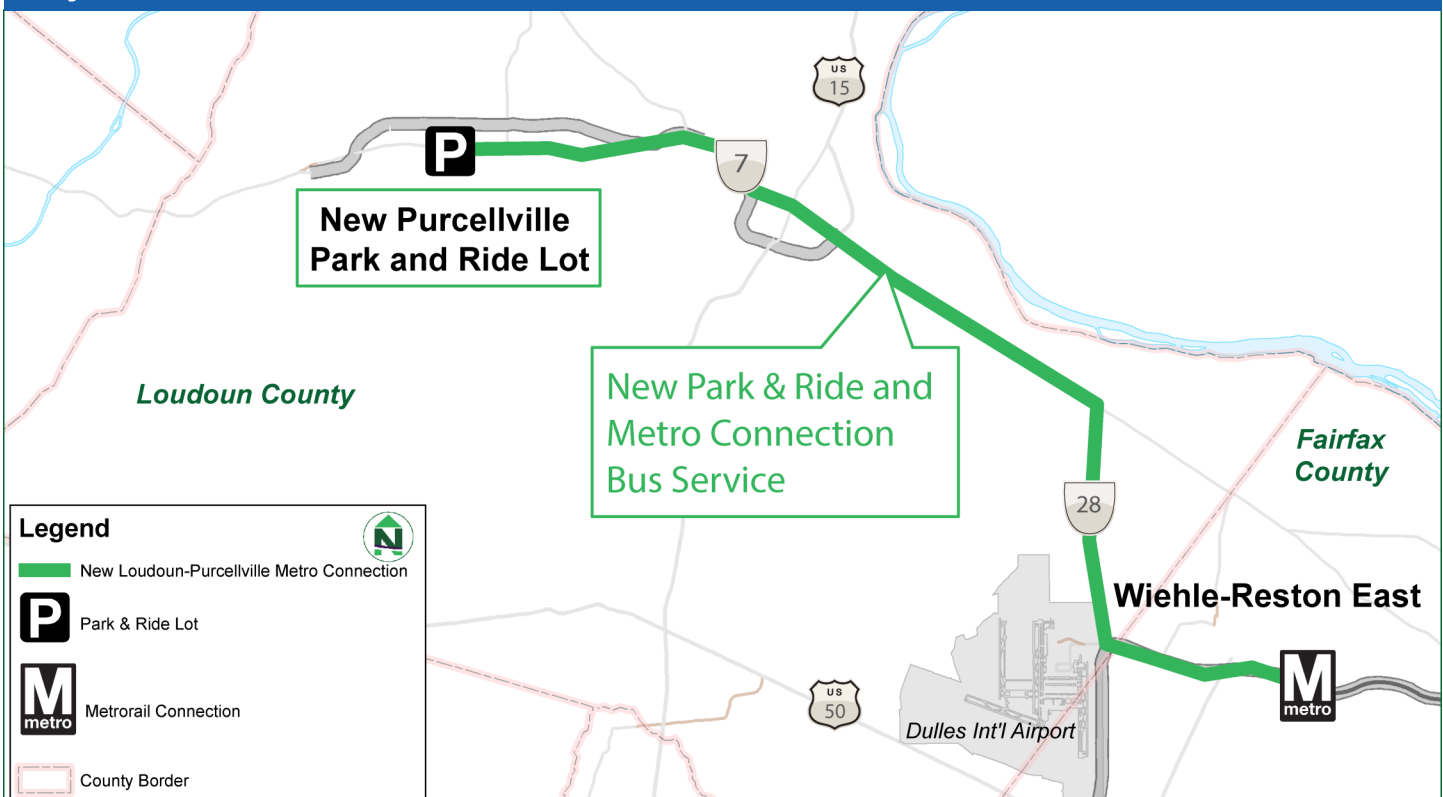
Benefit to Toll Payers:

By providing an alternative to single occupant vehicles, this project will help reduce peak period congestion on I-66 inside the Beltway, resulting in lower tolls.

Description:

To begin bus service between the Town of Purcellville and Wiehle-Reston East Metrorail station, Loudoun County Transit must lease no fewer than 80 existing parking spaces for commuters. Three buses will make a total of nine morning and afternoon trips, providing new transit options to commuters in the western part of the county.

Project Location



Loudoun County Transit Metro Connection from New Purcellville Park and Ride

Evaluation Criteria*	Weighted Benefit Score**
Person Throughput (up to 45 points) To move more people through the corridor efficiently.	30
Peak Period Travel Time (up to 15 points) To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network.	10
Connectivity (up to 15 points) To create, complete, or link transportation network elements and/or modes.	15
Accessibility (up to 15 points) To provide people access to opportunities.	10
Diversion Mitigation (up to 10 points) To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.	10
Benefit Score Summation	75
Funding Request	\$1,065,960
Cost Effectiveness Score (Total Project Benefit Score/Funding Request X 10 ⁶)	70

*Applications were evaluated using criteria approved by the Commission in March 2016.
More information is available at novatransit.org/i66commuterchoice.

**Weighted Benefit Score is rounded

OmniRide Manassas Metro Direct Bus Service Enhancement

Applicant:

Potomac and Rappahannock Transportation Commission

Proposed Opening:

August 2018

Project Type:

Enhanced Bus Service



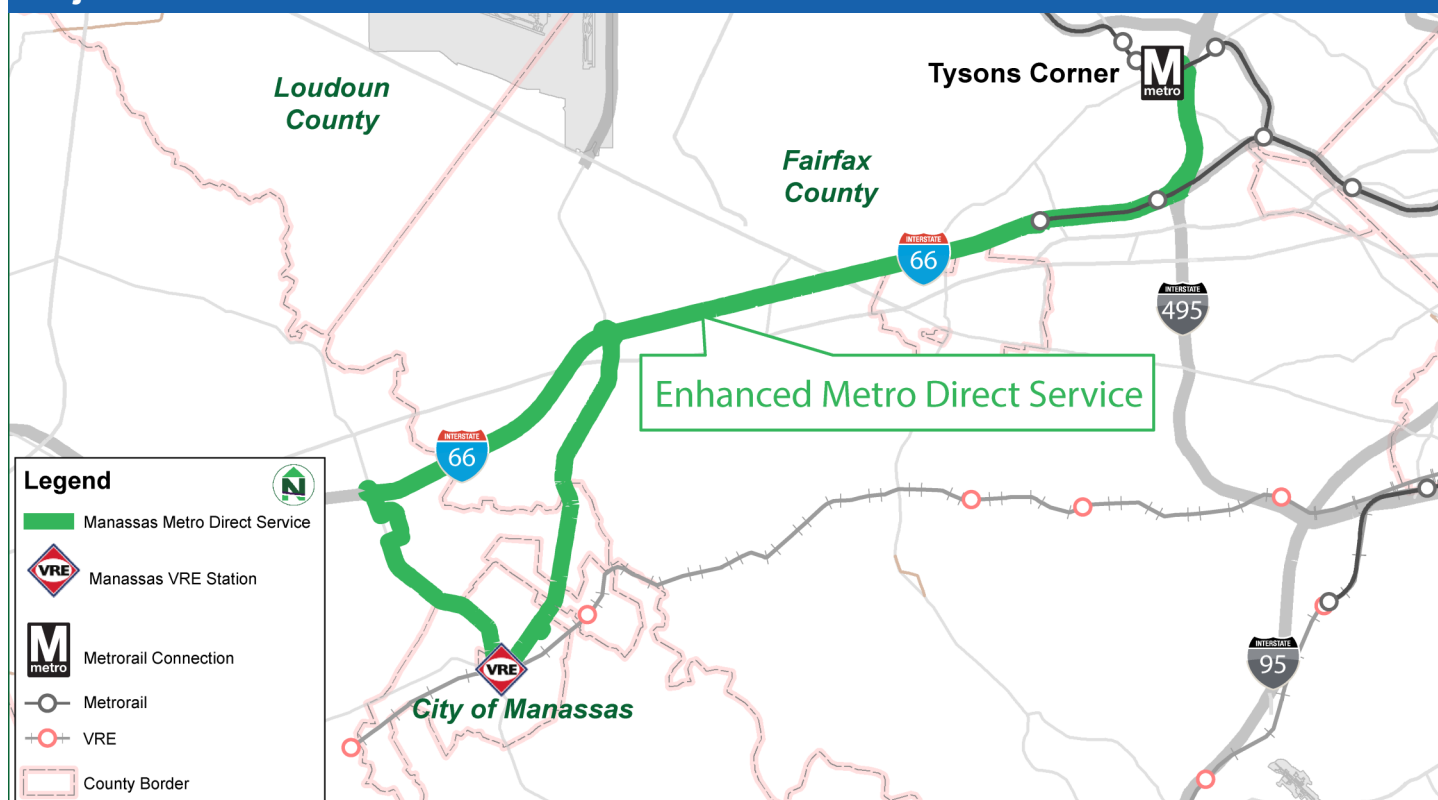
Benefit to Toll Payers:

By encouraging and reinforcing peak period ridership, this project would remove single occupancy vehicles from the roadway during peak periods and lower tolls on I-66 inside the Beltway.

Description:

OmniRide's addition of midday and peak-period reverse-commute bus service between Manassas and the Tysons Corner Metrorail station would increase transit options, adding 14 daily trips from 7 a.m.-7 p.m. Such service expansion has been proven effective in encouraging and reinforcing peak hour ridership and transit use in general.

Project Location



OmniRide Manassas Metro Direct Bus Service Enhancement

Evaluation Criteria*	Weighted Benefit Score**
Person Throughput (up to 45 points) To move more people through the corridor efficiently.	30
Peak Period Travel Time (up to 15 points) To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network.	0
Connectivity (up to 15 points) To create, complete, or link transportation network elements and/or modes.	10
Accessibility (up to 15 points) To provide people access to opportunities.	0
Diversion Mitigation (up to 10 points) To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.	3
Benefit Score Summation	43
Funding Request	\$1,098,100
Cost Effectiveness Score (Total Project Benefit Score/Funding Request X 10 ⁶)	39

*Applications were evaluated using criteria approved by the Commission in March 2016.
More information is available at novatransit.org/i66commuterchoice.

**Weighted Benefit Score is rounded

OmniRide Linton Hall Metro Direct Bus Service Enhancement

Applicant:

Potomac and Rappahannock Transportation Commission

Proposed Opening:

August 2018

Project Type:

Enhanced Bus Service



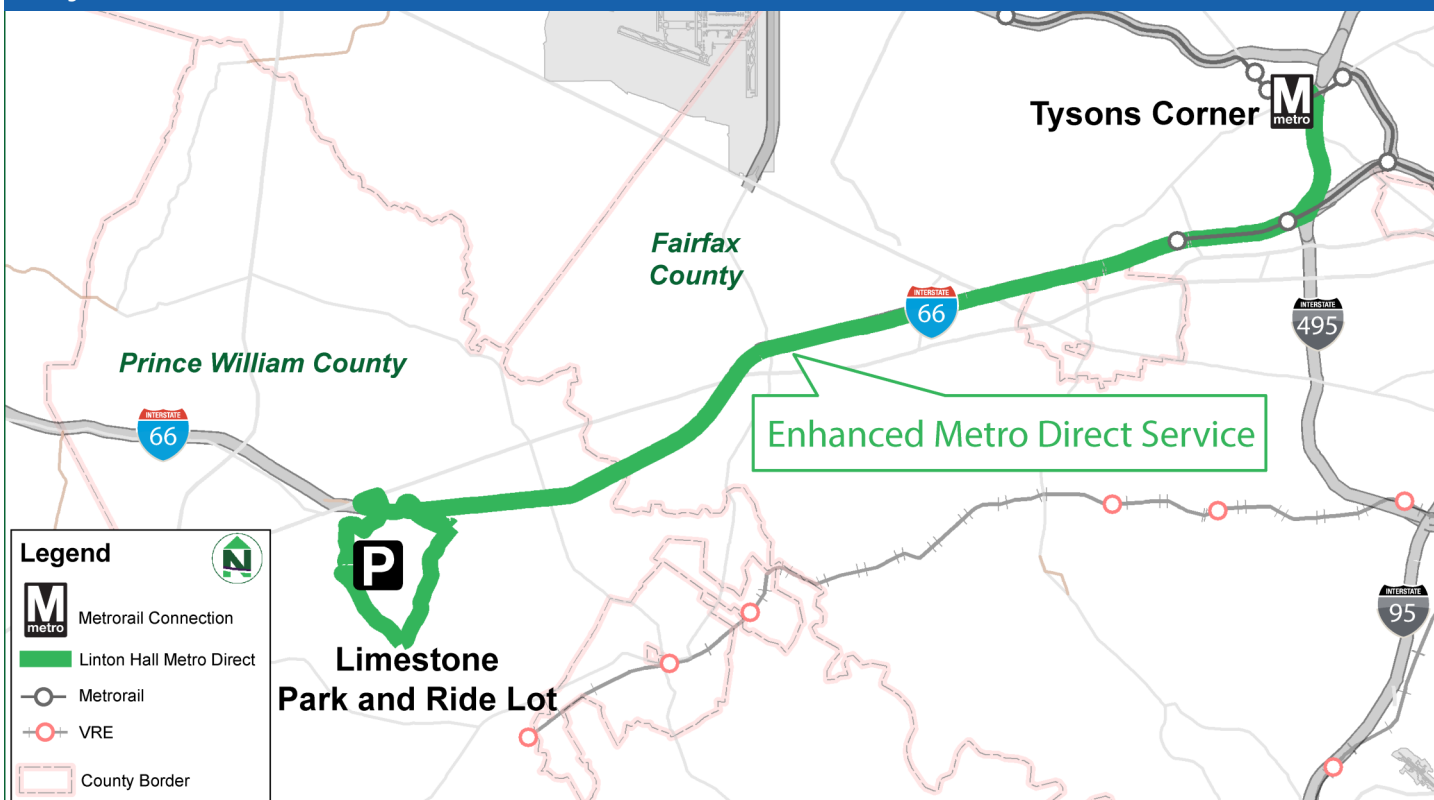
Benefit to Toll Payers:

By increasing peak period ridership, this project would remove single occupancy vehicles from the roadway during peak periods and lower tolls on I-66 inside the Beltway.

Description:

Increased service – an additional morning and evening trip – on OmniRide's Metro Direct route between Linton Hall and the Tysons Corner Metrorail station will allow the bus system to serve more riders during I-66 construction and support transit and transportation demand management plans.

Project Location



OmniRide Linton Hall Metro Direct Bus Service Enhancement

Evaluation Criteria*	Weighted Benefit Score**
Person Throughput (up to 45 points) To move more people through the corridor efficiently.	30
Peak Period Travel Time (up to 15 points) To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network.	5
Connectivity (up to 15 points) To create, complete, or link transportation network elements and/or modes.	15
Accessibility (up to 15 points) To provide people access to opportunities.	15
Diversion Mitigation (up to 10 points) To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.	10
Benefit Score Summation	75
Funding Request	\$134,200
Cost Effectiveness Score (Total Project Benefit Score/Funding Request X 10 ⁶)	559

*Applications were evaluated using criteria approved by the Commission in March 2016.
More information is available at novatransit.org/i66commuterchoice.

**Weighted Benefit Score is rounded

Flexible Vanpool Program

Applicant:

Potomac and Rappahannock Transportation Commission

Proposed Opening:

May 2019

Project Type:

Vanpool or Carpool

**Benefit to Toll Payers:**

By increasing peak period ridership, this project would help remove single occupancy vehicles from the roadway during peak periods and lower tolls on I-66 inside the Beltway.

Description:

This formal program would use technology to give riders, registered with a vanpool or not, flexibility in modifying their commutes. Participating vanpools would use rostering and fare payment software, which would include smartphone and desktop applications, to allow riders registered in one vanpool to ride with another and unregistered riders to catch a one-time ride.



Flexible Vanpool Program

Evaluation Criteria*	Weighted Benefit Score**
Person Throughput (up to 45 points) To move more people through the corridor efficiently.	30
Peak Period Travel Time (up to 15 points) To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network.	5
Connectivity (up to 15 points) To create, complete, or link transportation network elements and/or modes.	10
Accessibility (up to 15 points) To provide people access to opportunities.	10
Diversion Mitigation (up to 10 points) To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.	7
Benefit Score Summation	62
Funding Request	\$317,600
Cost Effectiveness Score (Total Project Benefit Score/Funding Request X 10 ⁶)	194

*Applications were evaluated using criteria approved by the Commission in March 2016.
More information is available at novatransit.org/i66commuterchoice.

**Weighted Benefit Score is rounded

On-Demand Commuter Lot Shuttles in Prince William County

Applicant:

Potomac and Rappahannock Transportation Commission

Proposed Opening:

July 2019

Project Type:

Access to Transit

**Benefit to Toll Payers:**

Linking neighborhoods with area commuter lots will encourage and reinforce peak-period ridesharing by removing single occupant vehicles from I-66 inside the Beltway in the morning and afternoon rush hours.

Description:

Free on-demand shuttles, operating between Gainesville/Haymarket neighborhoods and nearby commuter lots, will help resolve the lack of spots at area park and ride lots. A software interface will allow vehicle operators to respond to commuter requests with dynamic, real-time routing. Funding will cover the purchase of vehicles, on-board vehicle hardware, transit operations, and promotion..

Project Location



On-Demand Commuter Lot Shuttles in Prince William County

Evaluation Criteria*	Weighted Benefit Score**
Person Throughput (up to 45 points) To move more people through the corridor efficiently.	30
Peak Period Travel Time (up to 15 points) To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network.	5
Connectivity (up to 15 points) To create, complete, or link transportation network elements and/or modes.	10
Accessibility (up to 15 points) To provide people access to opportunities.	5
Diversion Mitigation (up to 10 points) To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.	7
Benefit Score Summation	57
Funding Request	\$1,087,796
Cost Effectiveness Score (Total Project Benefit Score/Funding Request X 10 ⁶)	52

*Applications were evaluated using criteria approved by the Commission in March 2016.
More information is available at novatransit.org/i66commuterchoice.

**Weighted Benefit Score is rounded

VRE Crystal City Station Improvements

Applicant:
Virginia Railway Express

Proposed Opening:
June 2024

Project Type:
Capital Rail Improvements



Benefit to Toll Payers:

Improvements to the Virginia Railway Express system will help attract and retain commuters who would otherwise drive during peak hours. Since the Manassas Line generally parallels the I-66 corridor, this project will contribute to the reduction of congestion/demand on I-66 inside the Beltway, which results in lower tolls.

Description:

Expansion of its Crystal City Station will allow Virginia Railway Express to accommodate full-length trains on two tracks, increasing the number of commuters served. Improvements will allow passengers to access Crystal Drive in two locations. Funding will cover the design, engineering and environmental phase, including final design for station improvements and trackwork.

Crystal City Station



VRE Crystal City Station Improvements

Evaluation Criteria*	Weighted Benefit Score**
Person Throughput (up to 45 points) To move more people through the corridor efficiently.	N/A
Peak Period Travel Time (up to 15 points) To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network.	N/A
Connectivity (up to 15 points) To create, complete, or link transportation network elements and/or modes.	N/A
Accessibility (up to 15 points) To provide people access to opportunities.	N/A
Diversion Mitigation (up to 10 points) To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.	N/A
Benefit Score Summation	N/A
Funding Request	\$4,000,000
Cost Effectiveness Score (Total Project Benefit Score/Funding Request X 10 ⁶)	N/A

*Applications were evaluated using criteria approved by the Commission in March 2016.
More information is available at novatransit.org/i66commuterchoice.

**Weighted Benefit Score is rounded

VRE L'Enfant Station Improvements

Applicant:

Virginia Railway Express

Proposed Opening:

July 2024

Project Type:

Capital Rail Improvements

**Benefit to Toll Payers:**

Improvements to the Virginia Railway Express system will help attract and retain commuters who would otherwise drive during peak hours. Since the Manassas Line generally parallels the I-66 corridor, this project will contribute to the reduction of congestion/demand on I-66 inside the Beltway, which results in lower tolls.

Description:

Expansion of its L'Enfant Station will allow Virginia Railway Express to accommodate full-length trains on two tracks and increased passenger loads at the railroad's busiest station. Station improvements, which include at least two ADA-compliant pedestrian access points, will enhance connectivity to Metrorail's L'Enfant Plaza station. Funding will cover the design, engineering and environmental phase, including final design for station improvements and trackwork.

L'Enfant Station



VRE L'Enfant Station Improvements

Evaluation Criteria*	Weighted Benefit Score**
Person Throughput (up to 45 points) To move more people through the corridor efficiently.	N/A
Peak Period Travel Time (up to 15 points) To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network.	N/A
Connectivity (up to 15 points) To create, complete, or link transportation network elements and/or modes.	N/A
Accessibility (up to 15 points) To provide people access to opportunities.	N/A
Diversion Mitigation (up to 10 points) To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.	N/A
Benefit Score Summation	N/A
Funding Request	\$6,000,000
Cost Effectiveness Score (Total Project Benefit Score/Funding Request X 10 ⁶)	N/A

*Applications were evaluated using criteria approved by the Commission in March 2016.
More information is available at novatransit.org/i66commuterchoice.

**Weighted Benefit Score is rounded



April 2, 2018

The Honorable Ralph Northam, Governor of Virginia
 Patrick Henry Building
 1111 E. Broad Street
 Richmond, VA 23219

Chairman
 Hon. Paul C. Smedberg

Vice Chairman
 Hon. Matthew F. Letourneau

Secretary/Treasurer
 Hon. Katie Cristol

City of Alexandria
 Hon. Timothy B. Lovain
 Hon. Paul C. Smedberg

Arlington County
 Hon. Katie Cristol
 Hon. Christian Dorsey
 Hon. Libby Garvey

Fairfax County
 Hon. Sharon Bulova
 Hon. John C. Cook
 Hon. John W. Foust
 Hon. Catherine M. Hudgins
 Hon. Jeffrey C. McKay

City of Fairfax
 Hon. Jeffrey C. Greenfield

City of Falls Church
 Hon. David F. Snyder

Loudoun County
 Hon. Matthew F. Letourneau
 Hon. Ron A. Meyer

Commonwealth of Virginia
 Hon. Jim Corcoran

Virginia General Assembly
 Sen. Adam Ebbin
 Sen. Jennifer Wexton
 Del. David LaRock

Executive Director
 Katherine A. Mattice

RE: Proposed Technical Amendments to WMATA/VRE Funding bills: HB1539/SB856

Dear Governor Northam,

We want to commend you and your administration for working so closely with the legislature to secure funds for the Washington Metropolitan Area Transit Authority (WMATA) and the Virginia Railway Express (VRE), including the \$154 million dollars in dedicated funding for WMATA. Like our regional partners and our member jurisdictions, we want to encourage you to develop an alternative solution to funding WMATA to ensure the stability of our Northern Virginia transportation and transit funding sources. But we are writing today to specifically elevate the following attached technical considerations.

HB1539/SB856 (Mass transit in the Commonwealth) are significant pieces of legislation that went through numerous redrafts during the legislative session. In the course of our review, we have discovered areas where technical changes are necessary. As representatives of the jurisdictions that comprise the Northern Virginia Transportation Commission (NVTC), we ask you to consider several technical amendments that are designed to increase accuracy and reduce the potential for misinterpretation.

Should you have questions or require additional information, please contact Aimee Perron Seibert, government affairs for NVTC at 804-647-3140 or our Executive Director, Kate Mattice at 571-483-3224. Again, we appreciate your efforts on behalf of WMATA and VRE and look forward to being a resource for your office and for the inclusion of our technical amendments in the final versions of these bills.

Sincerely,

Paul C. Smedberg
 Chairman

Matthew Letourneau
 Vice-Chairman

Katie Cristol
 Secretary/Treasurer

cc: Shannon Valentine, Secretary of Transportation
 Nick Donohue, Deputy Secretary of Transportation
 Matt Mansell, Legislative Director

Attachment: Technical Comments

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NVTC Technical Amendment Requests
HB 1539/SB856 SB896

Priority	Bill	Line Number	Type	Subject	Issue	Suggested Technical Fixes
Omnibus Bill						
1	HB1539	Line 167-168	New Language	3% Operating Assistance Cap	Clarifying Caveats for the Silver Line Phase II, Potomac Yard Station, etc.	"(ii) <u>operating assistance increases due to any capital project or service expansion</u> approved by the WMATA Board before or after the effective date of this provision"
1	HB1539	1188-1193	New Language	Role of the Alternate Directors	Revisit elimination of or delay implementation of loss of Alternates	Change to require introduction or action (by WMATA Board or VA Board members) of board bylaw changes that reduce the role of the alternates to true alternates by a date certain.
1	HB1539	406-415	New Language + Technical Fix	Property of CROC (VRE) Funded Assets	The language requires that capital constructed/purchased with the CROC, "shall be the property of the transportation entity . . . for the useful life of the project, as determined by the Director of DRPT. . ." First, while the duration of ownership of projects is for the useful life, there is no duration for ownership of property. Second, the "entity" cannot own anything since it is not a legal entity; rather, it should be either or both of the two transportation districts described in subsection B of sec. 33.2-3500. Third, the responsibility for making a determination regarding this issue should be the two commissions as recipients of the funds. Fourth, and most importantly, the concept of property ownership should be replaced since it may not always be possible to own the property, as contrasted with leasing for example. It is especially likely that the ownership concept will be difficult for capital projects located within freight railroad right of way. It is anticipated that sufficient control over the property during its useful life is the objective of the ownership concept.	Line 406- Change language to " <u>Capital projects, including tracks and facilities constructed, and property, equipment, and rolling stock purchased, with funds from the Fund pursuant to this section shall be owned, leased, or otherwise subject to the continuing use of the transportation districts described in subsection B of sec. 33.2-3500 for the useful life of the projects and property, equipment, and rolling stock, as determined by the aforesaid transportation commissions, and shall be made available for use by all commuter rail operations. . .</u> "
1	HB1539	Line 384-385	Drafting Error/Technical Fix	VRE as Legal Entity	Language has Comptroller's disbursement of CROC funds to "a transportation entity". The described "entity" refers to VRE; however, VRE is not an "entity" but is only the name of the commuter rail service owned and operated by NVTC and PRTC.	Change to "The Comptroller shall disburse funds in the Fund monthly to a <u>commuter rail service that, on July 1, 2018, is owned and operated jointly by two transportation districts in the Commonwealth.</u> "
1	HB1539	Line 387	Drafting Error/Technical Fix	VRE as Legal Entity	Language has Comptroller's disbursement of CROC funds to "a transportation entity". The described "entity" refers to VRE; however, VRE is not an "entity" but is only the name of the commuter rail service owned and operated by NVTC and PRTC.	Line 387- Replace "entity" with " <u>commuter rail service</u> "
1	HB1539	417	Drafting Error/Technical Fix	VRE as Legal Entity	VRE cannot issue bonds since it is not a legal entity. Debt must be, and has been, issued through either NVTC or PRTC.	Line 417- Replace with the following: " <u>Both of the transportation districts described in subsection B of sec. 33.2-3500 may issue bonds and other evidences of debt . . .</u> "
2	HB1539	1190 & 1192	Drafting Error/Technical Fix	Role of the Alternate Directors	Technical language clarification	Line 1190- change "alternate member" to " <u>alternate director</u> " and on Line 1191 "compact member" to " <u>compact Signatory and directors for the federal government</u> "
2	HB1539	163 & 164	Drafting Error/Technical Fix	3% Virginia Operating Assistance Cap	Virginia vs system wide operating assistance increase	Lines 163 and 164 change "operating assistance" to " <u>operating subsidies.</u> "
2	HB1539	146-159	Drafting Error/Technical Fix	Crediting funds allocated to NVTC, addition of Loudoun County	This bill adds Loudoun County to this Code section (line 148). However, NVTC and Loudoun agreed they will participate under different terms than the other NVTC jurisdiction as to how the funds will be credited. Instead, Loudoun's non-WMATA local transit subsidies are excluded.	On line 156, insert a new sentence as follows: "...local bus capital expenses. <u>Local transit subsidies and local capital costs of Loudoun County are excluded.</u> Hold harmless protections.....
2	HB1539	Line 1004	Drafting Error/Technical Fix	Disposition of increase in gas tax revenue	The bill reads that \$15M will be deposited in the Commuter Rail Operating and Capital Fund, however it should read this will occur annually.	On line 1004 after deposited insert " <u>annually</u> "
2	HB1539	Line 1008	Drafting Error/Technical Fix	Disposition of increase in gas tax revenue	The bill reads that the increase in taxes in FY19 compared to FY18 will be deposited in the WMATA Capital Fund, however it should read this will occur annually.	On line 1008 after deposited insert " <u>annually</u> "
2	HB1539	Line 176 & 353-354	Drafting Error/Technical Fix	NVTC/WMATA Relationship	NVTC is the transportation district and MetroRail is the rapid heavy rail mass transportation system; however, NVTC does not "control" Metro in part.	Line 176- Change to ". . . in which a rapid heavy rail mass transportation system operating on an exclusive right of way <u>partially located within</u> such transportation district . . ." Line 353- Change to ". . . a rapid heavy rail mass transportation system operating on an exclusive right of way <u>partially located within</u> such transportation district . . ."

NVTC Technical Amendment Requests
HB 1539/SB856 SB896

2	HB1539	Line 354 & Line 360	Drafting Error/Technical Fix	Annual Appropriations	Language state that each NVTC county and city with financial obligations to MetroRail "shall annually pay" local funds to the Metro Capital Fund. In accordance with the VA Constitution, the annual payments are subject to budget and appropriation of funds by the localities.	Line 354- Change to "... shall annually pay to the Fund, <u>subject to budget and appropriation of funds, an amount as determined by subsection B.</u> " Line 360- Change to "..... shall pay, <u>subject to budget and appropriation of funds, the amount determined by...</u> "
2	HB1539	Line 337	New Language	NVTC Oversight	NVTC receiving necessary information from WMATA for reporting	Line 337 insert after WMATA. <u>NVTC shall request certain documents, reports and data from WMATA to complete such report to the Governor and General Assembly. Such report shall....</u>
3	HB1539	Line 170	New Language	3% Virginia Operating Assistance Cap	Encourage establishment of Rainy Day Fund	Line 170 insert after ...entity; <u>(iv) any increase in year over year contributions to the Rainy Day Fund proposed in the Keeping Metro Safe, Reliable, and Affordable Plan given that WMATA Board adopts guidelines for use;</u>
3	HB1539	Line 170	New Language	3% Virginia Operating Assistance Cap	Any increases to the OIG should be excluded from operating subsidy cap	Add a provision, <u>and (v) any increase in year over year contributions to the Office of the Inspector General.</u>
3	HB1539	Overall	Clarification Requested	VA Commitment to \$154M	What happens if the revenues do not meet expectations? Will jurisdictions be responsible for shortfall? What happens if revenues exceed expectations?	
3	HB1539	Overall	Clarification Requested	MD funding date	MD legislation has an effective date of July 1, 2019; how does that play into VA effective date?	
Gas Tax Bill						
1	SB896	Lines 75 and line 46	New Language	Regional gas tax base	In the process of creating a floor for the regional tax equal to the statewide average distributor price for a gallon of regular gasoline, the tax base was also changed from the actual distributor sales for all grades of gasoline. When gas prices exceed the new floor, less revenue will be generated with this new base compared to the existing base (a tax decrease).	Change line 75 to read " <u>...statewide weighted average distributor price for a gallon of all grades of gasoline as determined by the Commissioner...</u> " Insert corresponding new language on line 48: " <u>Statewide weighted average distributor price" means the statewide average price of all grades, weighted by the statewide quantity of gasoline sold by grade, as appropriate, plus distributor charges.</u> "



City of Alexandria, Virginia
301 King Street, Suite 2300
Alexandria, Virginia 22314



Allison Silberberg
Mayor

Office: 703.746.4500
Mobile: 571.319.9948
allison.silberberg@alexandriava.gov

March 26, 2018

The Honorable Thomas Norment, Jr.
P.O. Box 6205
Williamsburg, Virginia 23188

Dear Senator Norment,

As you and other members of the General Assembly seek to craft the right set of budget amendments to move our Commonwealth forward, there are four key budget issues of importance to the City of Alexandria that I wanted to highlight for you:


1. The City appreciates the hard work and willingness by the General Assembly members to address the decades long lack of dedicated funding for the Washington Metropolitan Area Transit Authority by agreeing to provide the State's \$154 million share of the needed \$500 million in needed additional annual capital funding. The City requests that the General Assembly amend the legislation as recommended by the Northern Virginia Transportation Authority (NVTa), which includes: increasing State funding, reconsideration of the funding plan for Metro as outlined in Senate Bill 856, and increasing the Grantors tax by \$.15/\$100.
2. It is requested, as recommended by Governor Northam, that the General Assembly provide the \$20 million in Combined Sewer Outfall (CSO) bond authorization funding to help the City of Alexandria meet the accelerated implementation deadline approved in the last session of the General Assembly. We are fully committed to getting this done, and like the cities of Lynchburg and Richmond, this financial partnership with the Commonwealth is key to the success of our \$385 million environmental initiative.
3. We would ask that the General Assembly fix the likely unintended consequence of making the Virginia Outdoors Foundation (VOF) overly reliant on limited purpose mitigation funds received as a result of the gas pipeline projects. These mitigation funds are for "forest" purposes and cannot be used by the (VOF) to meet its overall statewide open space mission. Please restore general state funding support to the VOF.

"The Hometown of George Washington"

4. The City would also ask the General Assembly to continue to agree to its prior amendment of the Governor's budget by adding \$1.1 million to cover offices and clinics of the State's shared portion of the planned lease build-out and move costs for the Alexandria Health Department.

Thank you for your consideration and support. We look forward to working with the Commonwealth as these initiatives advance. And thank you for your service.

All my best,



Mayor Allison Silberberg
City of Alexandria

Cc: The Honorable Members of City Council
Mark B. Jinks, City Manager



HOPE HALLECK
CLERK TO THE
COUNTY BOARD

ARLINGTON COUNTY, VIRGINIA OFFICE OF THE COUNTY BOARD

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MEMBERS

KATIE CRISTOL
CHAIR
CHRISTIAN DORSEY
VICE CHAIR

ERIK GUTSHALL
LIBBY GARVEY
JOHN VIHSTADT

March 29, 2018

The Honorable Ralph Northam
Governor of Virginia
1111 E Broad St #3
Richmond, VA 23219

Dear Governor Northam,

Arlington County applauds your leadership in ensuring the General Assembly advanced legislation that outlines a strategy for the Commonwealth's share of dedicated capital funding for Metro. As you are aware, Metro is the lifeline of the metropolitan Washington region and has been the key driver of economic development in Northern Virginia over the past several decades. Together with Virginia Railway Express (VRE), Metro supports 130,500 jobs and generates more than \$600 million each year in sales and income tax revenues that flow throughout the state.

As with all jurisdictions in Northern Virginia, we sought a dedicated funding solution for Metro that did not repurpose existing transportation funding sources. In that vein, Arlington County reiterates a shared message with other Northern Virginia jurisdictions: It is essential that a Metro funding plan recognize the Northern Virginia Transportation Authority's (NVTA's) creditworthiness, credibility, and bond validation. The Transient Occupancy Tax and the Grantor's Tax that the current legislation would transfer to fund Metro were not only already included by NVTA as part of its Six Year Program funding plan, but also in each jurisdiction's capital programs as part of the 30 percent local distribution.

The impacts of the current legislation will be felt acutely throughout Northern Virginia. We share our own circumstances to illustrate the severity of these impacts:

- With the funding changes put forth in the bill(s), Arlington County will lose about \$4.5 million each year in NVTA revenues diverted to Metro. The additional burden placed on Metro Compact jurisdictions through §33.2-3404 removes an additional \$8 million from the County's transportation capital program annually. All told, this legislation effectively eliminates our access to NVTA local 30 percent funding, regardless of how we fulfill the §33.2-3404 request. The County has already committed to paying more than \$95 million each year to Metro for operations and capital. The additional \$120 million obligation that Arlington County must pay to Metro over the course of our 10-year Capital Improvement Plan will require us to cancel planned and programmed projects.

- The loss of \$12 million each year will mean that the County will not be able to advance projects that contribute to the regional transportation network. We will have to greatly scale back our implementation of Intelligent Transportation Systems (ITS) infrastructure that include technology enhancements to our arterial roads that make them function more efficiently and reduce congestion. We will have to reevaluate our Transit Development Plan and scale back the Arlington Transit (ART) expansion that was anticipated to support economic development along Columbia Pike and in Crystal City. Finally, the loss of this funding will reduce our ability to provide transit-supportive pedestrian and bicycle facilities.

There are specific actions that you can take that will preserve the dedicated Metro funding in a way less harmful to both Arlington and Northern Virginia's robust transportation programs. We urge you to include a more substantial statewide component of the Commonwealth's funding package for Metro to avoid dramatically increasing the funding burden on Northern Virginians, who already provide extensive funding for Metro. We do want to acknowledge the work of the General Assembly through SB 896 to establish a price floor on the regional motor vehicles fuels sales tax. This additional increment is vital to both Metro and VRE future funding needs.

The County reiterates its support for the four recommendations and amendments put forth by the NVRTA in its March 26 letter, in order of regional preference:

1. Assign additional state funding to the package for Metro to better reflect its significant contribution to state general fund revenues.
2. Reconsider the funding plan for Metro contained in Senate Bill 856 as it passed the Senate on February 13, 2018, as an alternative.
3. Restore the Grantors Tax of \$0.15/\$100 that was provided to the Authority in HB 2313.
4. Cap any contribution from local Metro funding jurisdictions at no more than \$31 million.

In addition to supporting adequate funding for Metro capital needs, Arlington County also supports efforts to improve Metro's governance and operations. We agree that a safe, reliable Metro system begins with a functional Metro Board. By and large, the Metro Board has made strides in improving accountability, along with measures implemented by Metro General Manager Paul Wiedefeld. The County recognizes the work of the Conference Committee to improve upon previous iterations of the legislation by expanding the size of the Metro Board of Directors, retaining the appointment of elected officials from a jurisdiction, and allowing annual operating subsidies to increase from two to three percent. We have one additional recommendation for improvement that I hope you will consider:

- Revise subsection J of § 33.2-1526.1 to allow rail and bus service in Northern Virginia to grow as anticipated without penalizing Metro or the jurisdictions for service expansions that will support population and job growth:
 - *J. In any year that the total Virginia operating ~~assistance~~ subsidies in the approved WMATA budget increases by more than 3 percent from the total operating assistance in the prior year's approved WMATA budget, the Board ~~shall~~ may withhold an amount equal to 35 percent of the funds available under subdivision C 3. The following items shall not be included in the calculation of any WMATA budget increase: (i) any service, equipment, or facility that is required by any applicable law, rule, or regulation; (ii) operating subsidy increases due to capital project or service expansion approved by the WMATA Board before or after the effective date of this provision; and (iii) any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.*

We wholeheartedly applaud the General Assembly for taking an historic action to provide dedicated funding for Metro. We're hopeful that through the legislation, coupled with your amendments, Virginia can achieve a funding plan that unites state, regional and local contributions to ensure the future health of our collective economy.

Sincerely,

A handwritten signature in black ink that reads "Katie Cristol". The signature is fluid and cursive, with the first name "Katie" and last name "Cristol" clearly legible.

Katie Cristol, Chair
Arlington County Board

Cc:

Shannon Valentine, Secretary of Transportation
Nick Donohue, Deputy Secretary of Transportation
The Arlington General Assembly delegation
Mark Schwartz, Arlington County Manager
Arlington County Board Members
Mary Hynes, CTB Member, Northern Virginia District
Scott Kasprovicz, CTB Member, At-Large Urban
Gary Garczynski, CTB Member, At-Large Urban
Stephen MacIsaac, County Attorney
Dennis Leach, Director of Transportation

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City of Fairfax

Mayor David L. Meyer

City Council

*Michael J. DeMarco
Jeffrey C. Greenfield
Janice B. Miller*

*Jennifer E. Passey
Eleanor D. Schmidt
Jon R. Stehle*

April 2, 2018

The Honorable Ralph Northam
Governor, Commonwealth of Virginia
P.O. Box 1475
Richmond, VA 23218

Dear Governor Northam:

The City of Fairfax is appreciative of all of your efforts and those of the General Assembly to secure capital funding for the Washington Metropolitan Area Transit Authority (WMATA). The Northern Virginia jurisdictions had sought a new dedicated funding stream for Metro to address chronic maintenance issues that threaten the safety and reliability of the system upon which we all depend.

Unfortunately, the decision to provide funding for Metro by diverting the Transient Occupancy and Grantor Tax revenue that is currently directed to the Northern Virginia Transportation Authority for congestion relief and expansion of transportation capacity, will negatively affect the ability of our locality to implement these measures.

On behalf of the Fairfax City Council, I urge you to consider additional state funding for Metro and endorse the recommendations and amendments submitted to you on March 26, 2018 by the Northern Virginia Transportation Authority.

Sincerely,

David Meyer
Mayor

cc: The Honorable Members of the Fairfax City Council



SHARON BULOVA
CHAIRMAN

COMMONWEALTH OF VIRGINIA
County of Fairfax
BOARD OF SUPERVISORS

SUITE 530
12000 GOVERNMENT CENTER PKWY
FAIRFAX, VIRGINIA 22035-0071

TELEPHONE: 703/324-2321
FAX: 703/324-3955
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chairman@fairfaxcounty.gov

March 20, 2018

The Honorable Ralph S. Northam
Governor of Virginia
P.O. Box 1475
Richmond, Virginia 23218

Dear Governor Northam:

On behalf of the Fairfax County Board of Supervisors, I am writing to you about an issue of critical importance to Fairfax County and Northern Virginia – dedicated funding and governance reforms for the Washington Metropolitan Area Transit Authority (WMATA) and statewide transit funding.

I would like to begin by thanking you and your Administration for your commitment to addressing the funding and governance needs of WMATA. The search for solutions has been complicated and lengthy, and because WMATA is the product of a unique partnership, Virginia, Maryland, and the District of Columbia, as well as the regional business community, have been engaged in crafting a plan to address WMATA's needs. As chairman of the Metropolitan Washington Council of Government's Metro Strategy Group, I have been collaborating with stakeholders throughout this process and there is broad agreement that a successful plan will require additional state and federal support. Based on the timing of the Virginia General Assembly (GA) session, all eyes have been on Richmond to see if the GA would take concrete steps towards real solutions. The legislation that passed the 2018 GA made it clear that ensuring the success of this crucial transit system is a top priority for the Commonwealth.

As you know, WMATA is vital to the transportation networks and economic growth of Northern Virginia and the Commonwealth. The County strongly supports WMATA's efforts to enhance the safety, security, and efficiency of the system and its riders through adequate funding and oversight to ensure the viability of this essential transit system. Sufficient state support is needed to address state of good repair and to help accommodate additional growth in Fairfax County and Northern Virginia. That growth is important for the entire Commonwealth – according to an analysis by the Northern Virginia Transportation Commission (NVTC), the 85,000 households and 130,000 jobs supported by WMATA and the Virginia Railway Express (VRE) generate over \$600 million in state General Fund revenues, annually. Attached are the Fairfax County Principles for WMATA Funding, as well as NVTC's Principles for WMATA Reform, which were also endorsed by the County.

In keeping with those principles, I wanted to share the County's concerns with SB 856 (Saslaw) and HB 1539 (Hugo) as they passed the GA. While those bills provide an important step forward in this process, we believe the bills need to be amended in order to better meet WMATA's and the region's needs. Fairfax County understands that some of the funding

provided by HB 2313 (2013) that currently goes to the Northern Virginia Transportation Authority (NVTA) will be shifted to WMATA. However, the County is alarmed by the immense reallocation of \$102 million in funds from NVTA proposed in the SB 856/HB 1539 conference report, which represents approximately one-third of NVTA's revenues – such an enormous diversion of funds is simply too great. In 2013, the GA successfully enacted legislation to provide substantial new funding for transportation, including regional packages in Northern Virginia and Hampton Roads. That funding has been vital to road and transit construction projects throughout Northern Virginia, which this region has worked hard to implement. Unfortunately, SB 856 and HB 1539 as passed undo much of that effort, sending us in the wrong direction at a time when we need to be doing more to improve all modes of transportation. The effect of such a considerable diversion of funds could be to fix one of our regional transportation agencies while adversely impacting another, which would be an unacceptable outcome.

Consequently, we hope that the amount of regional funding being redirected from NVTA to WMATA can be reduced to more closely reflect what was included in the Senate-passed legislation (\$61 million), to avoid harming the region's ability to move forward on essential local and regional transportation projects that help alleviate traffic congestion that is widely considered among the worst in the nation. Additionally, NVTA has issued bonds that must be protected, and any final legislative solution for WMATA must not disrupt or weaken the status of current or future NVTA bonds. If NVTA's bond rating is reduced, more regional funds will be required for debt service in the future, making such funds unavailable for transportation projects. Further, the legislation should include clear language requiring WMATA to report to localities on the use of any NVTA "30 percent" funds provided to WMATA, or safeguarding localities for the use of these funds, as localities are required to ensure compliance with HB 2313. Noncompliance bars localities from receiving any NVTA funding the following year.

Moreover, the County would prefer that the Commonwealth Transportation Board (CTB) have the flexibility to withhold "up to" 35 percent of current state assistance, if Virginia's operating subsidy for WMATA increases by more than three percent due to unforeseen circumstances (rather than requiring 35 percent to be withheld). While the County believes that WMATA should be held to a three percent annual cap, it is important to remember that the local jurisdictions in Virginia are responsible for providing substantial funding for WMATA. If the Commonwealth withholds its contributions, the local governments are still legally bound to make the payments. Accordingly, the County would also prefer that members of the Metro Reform Commission established by the legislation reside in the WMATA service area, ensuring that those making recommendations are closely connected to the important role WMATA plays in Northern Virginia.


In addition, the County would like to highlight concerns with aspects of the legislation related to statewide funding. The conference report requires that all transit operating funds be distributed based on service delivery factors beginning in FY 2020. However, legislation adopted in 2013 required that such factors be utilized for only a portion of operating funds, with existing funds essentially held harmless and only new funds allocated using a new process. Though the County supports increasing efficiency and improving service, we have concerns with the approach included in the legislation that undoes the agreement, which was the result of substantial

negotiation. The majority of statewide transit service exists in Northern Virginia, and changing this formula has the potential to adversely impact the region.

The County continues to support efforts to address the shortfall in transit funding expected to occur in coming years, due to the depletion of transportation bonds. The Transit Capital Project Revenue Advisory Board identified an average revenue gap of \$130 million annually over the next ten years (not including the updated capital plan for WMATA), and noted that a failure to find replacement funding would leave the transit capital program unable to maintain a state of good repair for existing assets. The County supports efforts to fully address this impending deficit in transit funding at the statewide level, to ensure that transit systems throughout the Commonwealth continue to receive the state resources needed to provide critical services. The Revenue Advisory Board also asserted that additional revenues should be considered before implementing a new transit capital prioritization process, and the County agrees that additional funding will be necessary to ensure the new prioritization process is successful.

Thank you for your time and attention to these vital issues, and for your support of WMATA and transit. Please feel free to contact me if you have questions or need further information, or have your staff contact Claudia Arko, the County's Legislative Director, at (703) 324-2647. We look forward to working with you in the coming weeks as you finalize your amendments to SB 856 and HB 1539.

Sincerely,



Sharon Bulova
Chairman
Fairfax County Board of Supervisors

cc: Members, Fairfax County Board of Supervisors
Members, Fairfax County Delegation to the General Assembly
The Honorable Shannon Valentine, Secretary of Transportation
The Honorable Jennifer Mitchell, Director, Virginia Department of Rail and Public Transportation
Bryan J. Hill, County Executive
Elizabeth Teare, County Attorney
Joseph M. Mondoro, Chief Financial Officer
Robert A. Stalzer, Deputy County Executive
Claudia Arko, Legislative Director
Tom Biesiadny, Director, Department of Transportation
Noelle Dominguez, Legislative Liaison, Department of Transportation

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CITY OF FALLS CHURCH

April 2, 2018

The Honorable Ralph S. Northam
Governor of Virginia
Post Office Box 1475
Richmond, VA 23218

Re: House Bill 1539 and Senate Bill 856 – Metro Capital Funding

Dear Governor Northam:

The City of Falls Church as a member of the Northern Virginia Transportation Authority (the Authority) is committed to our collective efforts to identify predictable and sustained funding and implement reforms that will restore the Washington Metropolitan Area Transit Authority (Metro) system to a state of good repair and long term fiscal health and accountability. As stated in the recent Authority letter we are pleased that your administration and the General Assembly were steadfast in support for achieving the \$154 million in funds from Virginia to finally address long delayed capital maintenance. This is truly a historic action for the Commonwealth, Northern Virginia and Metro.

However, while pleased that the \$154 million has been achieved, we have grave concerns about the significant reduction in revenues that are available to the Authority and the member jurisdictions as a result of removing two of the three revenue sources– the Grantors Tax and the Transient Occupancy Tax. The repeal of the Grantors Tax and Transient Occupancy Tax from the Authority, coupled with the funding required of the local government Metro funding partners contained in the Conference Report, removes access to \$108 million of existing Authority and local government revenues already targeted for regional transportation projects.

In addition to the significant regional impact, this loss of funding results in a dramatic impact on our local taxpayers for our critical transportation projects and requires up to 2.5 cents on our tax rate in order to fund our required Metro obligations. *The Commonwealth is a direct beneficiary of Northern Virginia's economic strength and job creation, in large part based, on a vital transit system that requires ongoing investment.* Specifically, Metro contributes, along with the Virginia Railway Express, over \$600 million annually to the

Commonwealth's general fund. The Commonwealth should be a more significant Metro funding partner.

We ask that you amend the Conference Report on both bills to restore funding to the Authority and the City of Falls Church so that we can continue our mission as prescribed in the enabling legislation and House Bill 2313 (2013) – to provide congestion relief and expand transportation capacity in Northern Virginia by funding regionally significant, multi-modal improvements.

We ask that you consider the following recommendations and amendments, in order of preference:

1. Assign additional state funding to the package for Metro to better reflect its significant contribution to state general fund revenues. The conference report only provides \$30 million in state funding of which \$20 million is general fund recordation tax revenue that is already assigned to Northern Virginia for transportation.
2. Reconsider the funding plan for Metro contained in Senate Bill 856 as it passed the Senate on February 13, 2018 as an alternative. Of the funding plans contained in various bills during the session, Senate Bill 856 was generally supported by the Authority members as well as the City of Falls Church.
3. Restore the Grantors Tax of \$.15/\$100 that was provided to the Authority in HB 2313. The Authority's revenues are currently funding over \$900 million in regional multi-modal transportation improvements from the three adopted funding programs and are the foundation of the proposed FY 2018-2023 Six Year Program to be adopted this summer.
4. Cap any contribution from local Metro funding jurisdictions at no more than \$31 million. As you look at alternative funding schemes remember that these jurisdictions already provide funding to Metro for both capital and operating needs as does the Commonwealth. Asking the City of Falls Church to use our 30% Authority funds ignores that the City has already committed these funds to meet current and future Metro obligations.

The adopted conference report dramatically increases the funding burden on Northern Virginia taxpayers, who already provide extensive funding for transportation projects and services, including Metro. The complex nature of financing substantive transportation projects requires all partners to be mutual partners.

We ask that you consider recommendations for amending the conference reports on House Bill 1539 and Senate Bill 856 so to achieve two equally important goals: 1)

ensuring the Authority continues its vital role in addressing the region's congestion in support of economic development; and 2) providing Metro with sustained new capital funds so it continues to provide economic growth for the Commonwealth long into the future.

Given the critical importance of Metro funding and if amendments to the House Bill 1539 and Senate Bill 856 conference reports for new revenue sources is not achievable, in this General Assembly session, the City of Falls Church respectfully requests you consider redistribution of existing Commonwealth revenues to offset at minimum the estimated \$45M in Grantor's tax removed from the Authority. Our proposal is to consider reallocation the amount of state sales tax that equates to this amount for the next five to six years and thereafter in the next Smartscale 6-year plan dedicated this amount annually from the Commonwealth's portion of funding.

We look forward to working with you and the General Assembly to achieve these goals. Thank you for your consideration of necessary funding amendments.

Sincerely,



P. Dave Tarter, Mayor



David Snyder, Council Member and Council's Regional Transportation Representative

Cc: Senator Richard Saslaw
Delegate Marcus Simon
City Council
F. Wyatt Shields, City Manager
Cindy L. Mester, Deputy City Manager



March 26, 2018

The Honorable Ralph S. Northam
Governor of Virginia
Post Office Box 1475
Richmond, VA 23218

Re: House Bill 1539 and Senate Bill 856 – Metro Capital Funding

Dear Governor Northam:

The nine member localities of the Northern Virginia Transportation Authority (the Authority) write to you about our collective efforts to identify predictable and sustained funding and implement reforms that will restore the Washington Metropolitan Area Transit Authority (Metro) system to a state of good repair and long term fiscal health and accountability. The Authority and its member jurisdictions are pleased that your administration and the General Assembly were steadfast in support for achieving the \$154 million in funds from Virginia to finally address long delayed capital maintenance. This is truly a historic action for the Commonwealth, Northern Virginia and Metro.

However, while pleased that the \$154 million has been achieved, we have grave concerns about the significant reduction in revenues that are available to the Authority and the member jurisdictions as a result of removing two of our three revenue sources—the Grantors Tax and the Transient Occupancy Tax. The repeal of the Grantors Tax and Transient Occupancy Tax from the Authority, coupled with the funding required of the local government Metro funding partners contained in the Conference Report, removes access to \$108 million of existing Authority and local government revenues already targeted for regional transportation projects.

The Authority has long supported Metro by funding over \$184 million in projects in our three funding programs including the installation of power traction upgrade stations to support longer trains to accommodate demand as well as the construction of two new stations; Potomac Yards in Alexandria and Innovation on Phase Two of the Silver Line Extension. We ask that you amend the Conference Report on both bills to restore

funding to the Authority so that we can continue our mission as prescribed in our enabling legislation and House Bill 2313 (2013) – to provide congestion relief and expand transportation capacity in Northern Virginia by funding regionally significant, multi-modal improvements. Restoring funding is especially critical as the Authority expects to adopt its first Six Year Program this summer, which will devote the Authority's anticipated revenues to much needed, congestion relieving transportation investments throughout the region.

We ask that you consider the following recommendations and amendments, in order of preference:

1. Assign additional state funding to the package for Metro to better reflect its significant contribution to state general fund revenues. The Conference Report only provides \$30 million in state funding of which \$20 million is general fund recordation tax revenue that is already assigned to Northern Virginia for transportation. Metro is an integral part of Northern Virginia's economic infrastructure, contributing – along with the Virginia Railway Express – over \$600 million annually to the Commonwealth's general fund.
2. Reconsider the funding plan for Metro contained in Senate Bill 856 as it passed the Senate on February 13, 2018, as an alternative. Of the funding plans contained in various bills during the session, Senate Bill 856 was generally supported by our members.
3. Restore the Grantors Tax of \$.15/\$100 that was provided to the Authority in HB 2313. The Authority's revenues are currently funding over \$900 million in regional multi-modal transportation improvements from our three adopted funding programs and are the foundation of our proposed FY 2018-2023 Six Year Program to be adopted this summer.
4. Cap any contribution from local Metro funding jurisdictions at no more than \$31 million. As you look at alternative funding schemes remember that these jurisdictions already provide funding to Metro for both capital and operating needs – just as does the Commonwealth. Asking these localities to use their 30% Authority funds ignores that many of them have already committed these funds to meet their current and future Metro obligations.

The adopted Conference Report dramatically increases the funding burden on Northern Virginia taxpayers, who already provide extensive funding for transportation projects and services, including Metro. The complex nature of financing substantive transportation projects requires all partners to be effective. Key regional transportation projects depend on the Authority's funding to leverage local, state and federal dollars to move state and regional priorities forward.

We ask that you consider our recommendations for amending the conference reports on House Bill 1539 and Senate Bill 856 so to achieve two equally important goals – (1) ensuring the Authority continues its vital role in addressing the region’s congestion in support of economic development and (2) providing Metro with sustained new capital funds so it continues to provide economic growth for the Commonwealth long into the future.

We look forward to working with you and the General Assembly to achieve these goals.

Sincerely,



Martin E. Nohe
Chairman, Northern Virginia Transportation Authority and



Coles District Supervisor, Prince William County



The Honorable Katie Cristol
Chair, Arlington County Board



The Honorable Sharon Bulova
Chairman, Fairfax County Board of Supervisors



The Honorable Phyllis J. Randall
Chair, Loudoun County Board of Supervisors



The Honorable Allison Silberberg
Mayor, City of Alexandria



The Honorable David Meyer
Mayor, City of Fairfax



The Honorable David Snyder
Council-member, City of Falls Church



The Honorable Harry J. "Hal" Parrish, II.
Mayor, City of Manassas



The Honorable Jeanette Rishell
Mayor, City of Manassas Park

Cc: Members of the Northern Virginia Transportation Authority
Members of the Northern Virginia Delegation to the General Assembly
The Honorable Shannon Valentine, Secretary of Transportation
The Honorable M. Kirkland Cox, Speaker Virginia House of Delegates
The Honorable David J. Toscano, Minority Leader Virginia House of Delegates
The Honorable Thomas K. Norment, Jr., Majority Leader Virginia Senate

Fund it Fix It

An Open Letter to Northern Virginia Elected Officials Regarding Metro Funding and Regional Transportation

March 22, 2018

Dear Senators, Delegates, Supervisors and Councilmembers:

We, the members of the Fund It Fix It coalition,¹ appreciate the effort that has brought us toward meeting Virginia's \$154 million Metro formula share of dedicated, long-term, bondable funding.

We recognize that the conference bill fails to reflect the critical financial role that Northern Virginia and Metro perform for the rest of the state, and that it takes from existing Northern Virginia revenue sources and projects to meet Metro's urgent capital rehabilitation needs. In addition, the bill reflects the limited state funds that can be bonded. We also understand that you are working on options for modifying the funding sources. Even in the event you are unsuccessful in finding workable alternatives, **we urge you to publicly support the final bill for the following reasons:**

- 1) This year is the best opportunity we have for all three jurisdictions – Virginia, Maryland, and DC -- to reach agreement on the first-ever dedicated, long-term, bondable funding for WMATA. The unique political timing in all three jurisdictions this year make this the best opportunity to win support.
- 2) If we fail to win a three-state deal at the full \$500 million, the momentum to improve planning, budgeting, contracting, and organizational culture led by General Manager Wiedefeld, will be blunted, increasing the risk of systemic failure.
- 3) Fix-it-first capital rehabilitation projects should and must take precedence, whether it be Metro or aging roads and bridges. As a region, state, and nation we are not allocating enough funding to maintaining and rehabilitating aging infrastructure.
- 4) This year's bills are necessary in part to deal with the shortcomings of the omnibus transportation bill of 2013 -- HB2313, which:
 - a. Focused on capacity expansion and failed to direct funding toward capital rehabilitation projects.
 - b. Failed to carve out a funding stream for Metro capital rehabilitation needs.
 - c. Failed to include a floor under the regional gas tax (being addressed this year).
 - d. Failed to provide a funding stream for transit statewide and in Northern Virginia.

We stand ready to work with you and with the Northam Administration and state legislators over the next two years to identify and win legislative and administrative fixes for Northern Virginia regional funding and for statewide transit funding.

¹ The Fund It Fix It coalition includes 22 non-profit groups working in Virginia, DC, and Maryland for dedicated funding for Metro. Only the groups who work in Virginia as part of their local, regional, or statewide outreach have signed onto this letter. Groups that work exclusively in Maryland or DC are not included.

At the same time, we urge fundamental changes in how we are approaching transportation, with a critical focus on linking land use and transit. Metro is critical to the economy of Northern Virginia, the Washington DC region, and the entire state of Virginia, and linking our transit investments with transit-oriented development will enhance our economic competitiveness in attracting major employers and the next generation workforce.

While the funding sources for the Metro package are not ideal, the Metro funding deal is critical and we urge your support.

Sincerely,



Stewart Schwartz
Executive Director
Coalition for Smarter Growth

Kathy McGuire
President
League of Women Voters - National Capital Area

Sue Lewis
President
League of Women Voters - Virginia

Priscilla Godfrey
President
League of Women Voters - Loudoun County

Judy Helein and Wendy Fox-Grage
Co-Presidents
League of Women Voters - Fairfax Area

Carol Proven
President
League of Women Voters - Prince William Area

Wendy Frieman
For the Leadership Team
League of Women Voters - Falls Church

Christopher G. Miller
President
Piedmont Environmental Council

Michelle Krockner
Executive Director
Northern Virginia Affordable Housing Alliance

Brent Bolin
Chesapeake Regional Director
Clean Water Action

Mary Rafferty
Executive Director
Virginia Conservation Network

Kelsey Crane
Conservation Program Coordinator
Sierra Club -- Virginia Chapter

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COMMONWEALTH OF VIRGINIA

HOUSE OF DELEGATES
 RICHMOND

DAVE LaROCK
 POST OFFICE BOX 6
 HAMILTON, VIRGINIA 20159

THIRTY-THIRD DISTRICT

 COMMITTEE ASSIGNMENTS:
 EDUCATION
 TRANSPORTATION
 SCIENCE AND TECHNOLOGY

April 5, 2018

 The Honorable Ralph S. Northam
 1111 East Broad Street
 Richmond, VA 23219

Dear Governor Northam,

We write asking you to ask you to amend HB1539 / SB856 as described on page 3 of this letter.

Recognizing the Washington, DC Metro system as a vital component of the regional transportation system, many business and transportation leaders encouraged the Virginia legislature to establish a dedicated funding solution to fulfill the Washington Metropolitan Area Transit Authority's (WMATA) long-term funding requirements.

HB1539 / SB856

The HB1539 / SB856 conference report proposes many needed reforms to WMATA and reached the goal of providing \$154 million by shifting revenue from current uses, along with dedicating new money from separate gas tax floor legislation. While, overall, this is a move in the right direction, we feel it is a mistake to shift nearly 20% of the Northern Virginia Transportation Authority's budget to dedicated WMATA funding. If left un-amended and passed into law, the effect of HB1539 will be a disruption of the significant progress being made through the NVTa. There is a better way.

The NVTa

Critically important to the people of Northern Virginia and the Commonwealth is long-term planning and execution of regional multi-modal transportation planning and funding. This ensures a functional transportation system that keeps pace with demands. The NVTa plays a crucial role in prioritizing and funding improvements to NoVA roads, transit, and transportation technology. Over the last four years (FY2014-2017), NVTa's regional program has funded \$990,172,136 for 79 major regional projects.

Hundreds of millions more was distributed to, and matched by, localities to complete badly-needed local projects. This is a picture of success. The HB1539 / SB856 conference reports slash the NVTa budget by nearly 20% and will have a severely negative effect. NVTa Chairman Marty Nohe warns that the bills will, "... impact our bond rating and debt capacity.... will constitute a big hit to the size and scope of our upcoming six-year plan and will limit the number of projects which we will be able to fund...."

Proposed Amendment to HB1539 / SB856

We ask that you consider the attached first draft of an enactment clause amendment, which creates an OPTIONAL alternative funding plan for local/regional dedicated funding for WMATA which would:

- Leave all NVTa regional and local funding untouched
- Apportion the local/regional funding via the WMATA capital formula rather than NVTa funding formulas/revenues, which is more equitable and [according to this article](#), on firmer ground legally: “Virginia’s Office of the Attorney General advised that following the [WMATA] formula could protect against any lawsuits challenging Virginia tax dollars going to a service that crosses state lines, Valentine said.”
- Protect the Commonwealth’s bond ratings from doubts as to reliability of funding, [per concerns in this article](#), ‘... S&P Global Ratings warned on Monday that the legislation, now pending before Gov. Ralph Northam, raises a larger concern about the General Assembly reducing “previously dedicated revenues that have been pledged toward bond repayment.”’
- Make the WMATA Capital Fund more guaranteed (higher bond rating?) because a service contract is more binding than state and local legislative appropriations.
- Allow local governments complete flexibility as to how to fund this obligation (service districts, bonds, C&I, general fund, etc.)
- Provide that any additional state funding would decrease the local share.

We understand that you likely have other amendments which you may propose, but believe the amendment we are suggesting would complement any additional state funding etc., while providing another option for the General Assembly and localities to consider. We are in communication with Del. Hugo in hopes of him supporting this as a friendly amendment to his bill.

Attached is a draft of the proposed amendment to the conference report’s sixth enactment clause.

Respectfully submitted,



Senator Richard “Dick” Black



Delegate Dave A. LaRock

Proposed Governor's Amendment to protect NVTa funding

6. That the provisions of this act, except for §§ 33.2-214.3 and 33.2-286 of the Code of Virginia, as created by this act, shall not become effective until 30 days after the District of Columbia and the State of Maryland each enact legislation or take actions to provide dedicated funding for the Washington Metropolitan Area Transit Authority (WMATA). The percentage of funding provided by the Commonwealth for its share of WMATA funding pursuant to this act beginning with the fiscal year that this act becomes effective, and each fiscal year thereafter, shall be proportional to the amount of funding provided by the District of Columbia and Maryland relative to their respective share of WMATA funding in that fiscal year. *However, the provisions of §§ 58.1-802.3 and 58.1-1743 of the Code of Virginia, as created by this act, and the provisions of the fourth enactment of this act shall not become effective if the governing body of each county and city described in subsection A of § 33.2-3404 of the Code of Virginia, as created by this act, enters into a memorandum of understanding prior to the effective date set forth in this enactment, and enters into a binding service agreement within 60 days of signing such memorandum of understanding, that provides for local funding for WMATA equal to the revenue that would have been generated by §§ 58.1-802.3 and 58.1-1743 of the Code of Virginia, as created by this act. Each local government's share of funding shall be determined by multiplying \$ 74.55 million by a fraction, the numerator of which shall be such local government's share of capital funding for WMATA and the denominator of which shall be the total share of capital funding for WMATA for all local governments in the Commonwealth. Revenues contributed by a locality pursuant to this enactment shall be deposited into the Non-Restricted Account of the Washington Metropolitan Area Transit Authority Capital Fund, established pursuant to § 33.2-3401 of the Code of Virginia, as created by this act. The memorandum of understanding and service agreement shall also include a provision for the payment of each county or city's share of the \$27.12 million required to be paid pursuant to § 33.2-3404 of the Code of Virginia, as created by this act.*

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COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell
Director

Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219

Ph: 804-786-4440
Fax: 804-225-3752
Virginia Relay Center
800-828-1120 (TDD)

TO: Chairman Smedberg and NVTC Commissioners

FROM: Jennifer Mitchell, Director

DATE: March 29, 2018

SUBJECT: Virginia Department of Rail and Public Transportation (DRPT) Update

General Update

Ciara Williams has been promoted to the position of DRPT Northern Virginia Transit Planning Manager. Ciara was previously DRPT's Transit Program Manager for Loudoun County, the Cities of Fairfax, Falls Church and Winchester, PRTC and VRE. DRPT will soon begin recruiting to fill the now vacant position.

The Commonwealth Transportation Board's (CTB) Spring 2018 Public Hearing in Northern Virginia on the Six-Year Improvement Program for FY 19-24 is scheduled for Monday, April 30, 2018 at the VDOT NOVA District Office in Fairfax. Additional details will be shared with NVTC as they become available.

The next meeting of the Transit Service Delivery and Advisory Committee (TSDAC) is scheduled for 9:00 a.m. on Wednesday, April 11, 2018 and will be conducted via webinar. TSDAC members continue work on the development of a capital prioritization process and revision of the operating allocation formula to service development factors, both due to be fully implemented by the CTB by July 1, 2019 per SB 856/HB 1539.

The SMART Portal for the input of Pre-Applications for SMART SCALE Round 3 funding opened on March 1. Pre-Applications must be submitted by 5:00 p.m. on June 1, 2018. Applicants must submit a Pre-Application by this date in order to submit a Full Application for funding (this is a change from previous cycles). The deadline for the submission of Full Applications is 5:00 p.m. on August 1. The Virginia Office of Intermodal Planning and Investment (OIPI) is hosting several SMART SCALE training sessions for applicants through the spring.

DRPT.Virginia.gov

Improving the mobility of people and goods while expanding transportation choices.

DRPT hosted a webinar on the State Transit Asset Management (TAM) Plan for participating transit systems on March 28.

On March 6, DRPT held a DC2RVA Service Development Plan (SDP) kickoff meeting with major project stakeholders including CSX, VRE, and Amtrak. The kickoff served as the initial meeting of the SDP Stakeholder Work Group. DRPT held a separate conference call later in the day with NCDOT to discuss train schedules in the SDP.

DRPT continues to support the establishment of the Metro Safety Commission (MSC). The first two official meetings of the MSC were held on March 7 and March 27. An orientation meeting was held earlier on February 7. On March 7 Commissioners discussed timelines for certification, the MSC staffing plan, the process for electing officers and the Executive Director search. An Executive Recruitment firm has been engaged to assist with the selection of the MSC's Executive Director and the MSC Commissioners have started evaluating candidates. On March 27 Commissioners elected DC appointee Christopher Hart as MSC Chair and Virginia appointee Mark Rosenker as MSC Vice-Chair. Both the new Chair and Vice-Chair of the MSC also previously served as Chair of the National Transportation Safety Board (NTSB). Governor Northam has formally appointed former VDOT Deputy Secretary Barbara Reese as Virginia's alternate member of the MSC.

On March 19, FTA sent a letter to DRPT, DDOT and MDOT informing the parties that FTA is immediately withholding five percent of FY 2018 Section 5307 Urbanized Area Formula Funds to transit systems in Maryland, Virginia, and the District of Columbia until the MSC is certified as a State Safety Oversight organization.